ury . . .
morning—
t need can
ring event,
terns—and
h—at 85c
h—at 90c
ch—at 65c
h—at 50c
yard
—at 65c
s prices you'll
0 per yard at 50c
0 per yard at $1
0 per yard at $2
s—odd lace
es $5, $6, and
$1
$3
0 per pair at $5
0 per pair at 7.50
0 per pair at $10

ONLY TWO WAYS to do a SILK BUSINESS—a right way and a wrong way. That we do it the RIGHT WAY is abundantly proven by our phenomenal success and progress.

Class
oods
test
e, season-
of during
e.
ncluding Black Silks
p to $1.38 that were
to $3.50; Plain Col-
at 15c, 25c, 35c, and
a 39c to $1.00; Black
s than Half Price.
k Hosiery, Mitts and
n Silk goods that will
s of cost or value.

eel?
rade and
CYCLE
er makes,
extremely
ms of pay-
CAGO.

ANDED
ETAL
L FENCE
dsomest, Strong-
Cheapest Fence
arket. From 10c.
p.
was exclusively used for
railings in all World's Fair
for catalogue.
N EXPANDED METAL CO.,
26th St., CHICAGO.

URY DICTIONARY,

The Chicago Daily Tribune.

VOLUME LIII.—NO. 187. FRIDAY, JULY 6, 1894—TWELVE PAGES. PRICE TWO CENTS.

TROOPS DOWN-TOWN.

Gen. Miles Mobilizes His Forces on the Lake Front.

TALK OF MARTIAL LAW.

Uncle Sam May Take the Reins in His Own Hands.

MOBS DEFY ALL LAW.

Make Night Hideous with a Reign of Torch and Riot.

SOLDIERS' WILD TRIP ON A TRAIN.

Under the cover of darkness Gen. Miles last night began massing the United States soldiers in Chicago and its vicinity on the Lake-Front. This morning when the city awakes it will find there the two companies of infantry which have been on guard at Grand Crossing, one company of cavalry, one battery of artillery, which has been fighting to uphold the law in the Stock-Yards; four companies of infantry which came from Fort Leavenworth on a special train at the rate of fifty miles an hour, arriving at 4 a. m.; and three companies of infantry from Fort Brady, Mich., which came in on a special a little later. This is believed by men conversant with the situation to indicate that Chicago within twenty-four hours may be under another government—that of the army of the United States.

Early this morning commanding officers were poring over a large map of Chicago and discussing among themselves matters of grave moment. One of them who desired that his name be not given said: "If the threat of Debs to call out the allied trades, the laboring men of Chicago, is carried into effect it is feared there will be rioting and destruction of property in the city. We are here to prevent it if possible, but to stop it in any event."

The condition of affairs yesterday led Gen. Miles to talk pointedly of martial law. He said things could not go on in the present way much longer without the government stepping in and assuming control of the situation. Riot stalked through the Stock-Yards and along the Rock Island and Fort Wayne tracks yesterday, and at night incendiarism increased the reign of terror. The whole section of the city in the vicinity of the Yards is in possession of a dozen mobs of rioters. The soldiers early in the evening gave up an unequal contest with the thousands of followers of Dictator Debs and retired to camp. They tried during the day by concerting their forces to move a train of live stock, and by the concerted charge of cavalry and infantry the rioters were driven back while a start was made. The advantage was only a temporary one, for the rioters overturned a score of box cars on the main line and when the train came to a standstill they upset a dozen in its rear. Then they commenced to apply the torch and between 9 p. m. and 1 a. m. made three attempts to burn down the Rock Island round-house.

Despite the indignities heaped upon them the soldiers refrained from taking life. They were dared and defied, but beyond bayoneting a dozen of the most obstreperous and splitting one man's head with the butt of a gun made no use of their weapons. It remained for a civilian to put the first bullet into the body of a striker. That man is Claim Agent Gregory of the Western Indiana road. He only fired twice, but he brought down Edward O'Neill and Antonio Hopp, two members of a crowd which had tried to derail the train on which he was riding. O'Neill may die.

From the early morning hours until almost midnight mobs numbering from 1,000 to 10,000 marched up and down the Rock Island tracks between Fifty-first and Twenty-second streets leaving destruction in their wake. They overturned cars by the score, spiked switches, tore down wires, endeavored to burn signal towers, drove men from their work, and did the dictates of their own sweet will. Capt. Chapin and a company of soldiers fought their way through this succession of howling mobs and safely escorted a Rock Island train into the depot. It was the only one which moved along the rails during the day, and at night the Captain and his command could not return to their camp in the yards and bivouacked on the platform.

In the afternoon a passenger train on the Fort Wayne from South Chicago was almost derailed by scrap iron and ties heaped upon the track by a drunken mob. When the engine came to a standstill the leaders of the rioters climbed into the cab, beat the engineer and fireman, and drove them from their posts. Then they streamed through the cars, forcing the passengers to vacate. This effectually blocked traffic on that road for the day and the night.

After 3 p. m. no trains left the Dearborn Street Station. At that hour the yards of the Western Indiana terminals were literally strewn with box cars and the company was forced to abandon all service. It was about a toss-up as to the advantage gained by either roads or strikers in the matter of handling trains in other parts of the city. The roads would have won a marked victory, both in their freight and passenger service, but for the lawlessness of the strikers and the destruction of property by them. The Illinois Central ran its express and suburban service all day with success and sent out some freight trains. Some of the roads using the Western Indiana terminals moved freight. At the Union Depot passenger business was conducted with considerable success until night. The Northwestern, despite rumors to the contrary which came from the headquarters of Dictator Debs, did its through and suburban and most of its freight business on time. The Baltimore and Ohio, the Chicago Great Western, and the Northern Pacific managed to send out and receive trains very nearly on time.

Threats and manifestoes were the principal products at Dictator Debs' headquarters yesterday. The talk about calling out the allied trades to force the issue to a victory came to the surface again. It was declared that the union men of Chicago are aching for a chance to lay down their tools and deprive themselves of work in order to bolster up the hands of the Dictator. This morning there will be a conference of the labor leaders to prepare for a mass-meeting, at which it is intended to denounce President Cleveland for sending the troops to the city. This is because the strike is a "peaceful" one, and Mr. Debs asserted that neither he nor any of his followers are responsible for any acts of lawlessness and violence.

WILD TRIP ON A ROCK ISLAND TRAIN.

Soldiers Get It into the Depot After Removing Innumerable Obstructions.

Three Rock Island passenger trains carrying Pullman cars were dragged into town yesterday under cover of Crofton's bayonets. It was a case of fight all the way through almost from the southern limits. The rioters piled box cars on the tracks in front of the trains; they stoned the engines and coaches, and they cursed and brutally reviled the soldiers who guarded them. There were skirmishes between rioters and troops all the way north from Fifty-first street to the depot. All the police of the South Side were called out during the afternoon when a battle seemed certain. Mayor Hopkins and Chief of Police Brennan went down to meet the beleaguered trains on a special engine and to offer what assistance they could.

The strikers, having heard of the coming of the trains, wrecked a dozen box cars along the tracks on which they had to pass. While the troops were guarding men at work clearing away some of these the rioters were overturning others within clear sight of the military. Their work of pillage and wrecking was carried on under the very noses of the police, who either did nothing at all to stop the destruction or at the best clawed futilely and feebly at the edges of the mobs who were upsetting cars. The rioters used every effort that their ingenuity could conjure up. They set fire to the railroad company's property in several places and challenged the troops to open battle.

But the trains got in with slouch-hatted soldiers perched on the cowcatchers; their rifles loaded, their mouths crammed full of spare cartridges—all ready to fight.

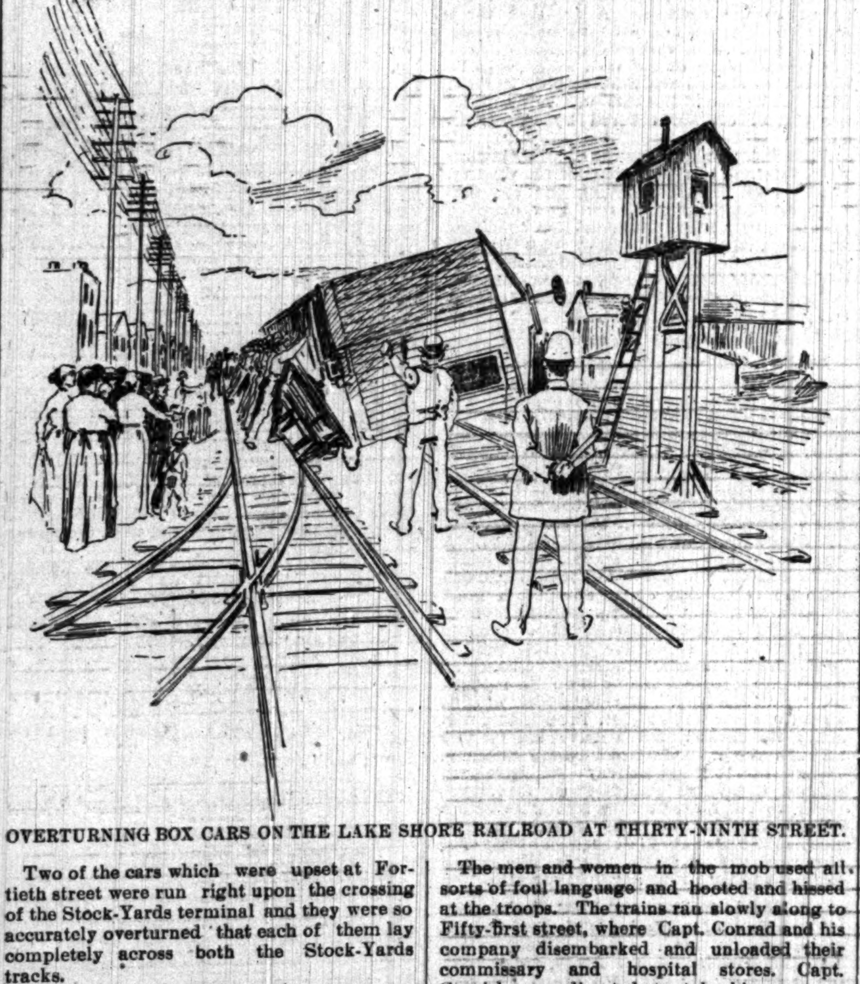
Lull Before the Storm.

All morning the Rock Island tracks from the depot on south beyond the Stock-Yards neighborhood were deserted and quiet, but it was the quiet before the storm. Just before 1 o'clock the most of the policemen on duty at the crossings were relieved that they might go to dinner. The strikers knew it. Before anybody could guess what was up a mob of 1,000 of them appeared from the direction of the Stock-Yards and marched north along the tracks. They were quiet and business-like. Their numbers grew rapidly. By the time they reached Thirty-eighth street there were 3,000 of them. Patrolman Michael Wieklinski was the solitary policeman on duty here. When he saw the mob coming he raced for a patrol box and turned in a call for help. The strikers paid no attention to him. They pushed a Lake Shore box car which was standing on a spur track out upon the main track and calmly tipped it over. It completely blocked the track. The mob, growing every minute, went on down the track upsetting cars wherever it could find them. They next upset five just south of Thirty-ninth street, three more at Fortieth, and one just beyond Forty-third. All this work was done methodically and silently.

While they were still at it police reinforcements began to come racing from the stations at Thirty-fifth street, Stanton avenue, and Deering street. In all there were twenty officers in command of Sergt. James Donlin. They were of no more effect against the mob than so many children. A great crowd would gather swirling about a car which the leaders had selected. The police would claw and peck at the women and idle spectators who formed the outer edges of it. The car would topple over, the crowd would melt away and gather again at another car. Every time before the few disheartened officers could get to the center of one of these gangs of wreckers the work would be done and the rioters would be somewhere else. There were many women and tough boys on the outskirts of the crowd, and they laughed at the police and kept them effectually fended off from the real wreckers.

Mob Applies the Torch.

Under one of the cars upset at Thirty-ninth street the rioters built a fire, but the police managed to put it out before any damage could be done. Down at Forty-fourth street, though, some of the men set fire to a little oil shanty between the tracks. The police sent in a fire alarm, but the shanty burned so fiercely it was all gone before the engines could come.



OVERTURNING BOX CARS ON THE LAKE SHORE RAILROAD AT THIRTY-NINTH STREET.

Two of the cars which were upset at Fortieth street were run right upon the crossing of the Stock-Yards terminal and they were so accurately overturned that each of them lay completely across both the Stock-Yards tracks.

When this work was done the rioters sauntered quietly away entirely unmolested. The most of them joined the great swarms of sightseers who had flocked along the tops of box cars, on the company's fence, and on every housetop in the neighborhood. The police began to come in platoons and by patrol wagon loads now, but there was nothing for them to do except to try to keep the crossings clear.

All this wrecking work had been done within twenty-five minutes. Farther down the tracks in the neighborhood of Fifty-first street clouds of smoke could be seen. This smoke came from Lake Shore box cars which the mob had fired. The blockading was hardly done before the expected trains came in sight. These trains had left Blue Island at 10 o'clock in the morning. First came an engine and two cars with Company C, Fifteenth Infantry, fifty men, under Capt. Conrad, and Company D, forty-five men, under Capt. Cornish. Behind this escort train was the Rock Island's Kansas City express, with four Pullmans, and right behind it was the "Big 5" train from Omaha—a solid Pullman train. Marshal Arnold, several deputies, and a dozen prisoners were on the Kansas City train.

Lieut. Jameson Scatters Them.

These three trains felt their way cautiously into the city. Lieut. Jameson and seven men of Company C perched themselves on the cab and pilot of the engine. Everything went smoothly as far as Fifty-third street. Here a hand car had been derailed across the track and there was a big crowd waiting to see what the detested soldiers were going to do about it. They had not long to wait. Lieut. Jameson drew his revolver, called four of his men, and hopped off the cowcatcher into the midst of the mob. The five of them scattered the mob like so many sheep. One fellow who chose to be ugly got a prod from a bayonet that sent him away limping. Capt. Conrad turned his men out of their car, formed company front, and marched down the tracks clearing out everybody. The tracks to the north were black with men racing down to take a hand in the fun. Skirmishers threw them aside as fast as they came. The soldiers on top of the cab and in the tender fixed bayonets, loaded their rifles, and stuffed their mouths full of spare cartridges. Every fellow looked as if he had long steel tusks instead of teeth. They all remained perched there patiently hoping that trouble would begin right away.

But there was not much trouble. Two rioters from the top of a box car threw stones at the advancing skirmish line. Lieut. Jameson whipped out his six-shooter and scrambled right up after them. A sergeant and a corporal followed him. The way they kicked rioters off the top of that car was pleasing to behold.

Another fellow in the mob threw a stone at Musician Stempill, the bugler of Company C, giving him a nasty cut in the face. Stempill dug out his six-shooter and pluckily charged into the crowd after the man, but he got away.

The men and women in the mob used all sorts of foul language and hooted and hissed at the troops. The trains ran slowly along to Fifty-first street, where Capt. Conrad and his company disembarked and unloaded their commissary and hospital stores. Capt. Cornish was directed to take his men on as far north as might be necessary. Conrad's men were strung out along the tracks and amused themselves studying the foulness of Stock-Yards oaths. Marshal Arnold unlimbered his revolver here and under cover of its terrible muzzle the Federal deputies gathered up a few of the more riotous of the strikers.

Just below Forty-ninth street the trains passed a Merchants' Despatch box car which had just been set on fire. Assistant Superintendent Hubbell jumped off the train and managed to put out the fire. At Forty-seventh street the fireman of the Illinois Central train weakened and deserted his post, getting away before the deputies could nab him.

The crowds of people grew thicker and thicker all along the line as the city was approached and the volleys of profanity grew heavier. Even the women cursed and howled at the soldiers. At Forty-seventh street a barkeeper ran out of a saloon and shied a beer bottle at the soldiers on the first engine. There was a clicking chorus of rifle locks and a dozen blue barrels focused on the publican. He dived right through the screen door at his back.

Reach the First Obstruction.

The trains crawled slowly along to Thirty-eighth street without any trouble. Here they met the first obstruction. The box cars which the rioters had upset for them farther south had all been on the wrong tracks. The trains halted as close as they could get to the obstruction, and the soldiers tumbled out. There had been a mighty crowd at the crossings before the trains came. It grew twice as big within five minutes after the soldiers landed. The people climbed on box cars, and fences, and house-tops. The most of them greeted the soldiers with coarse jocularity.

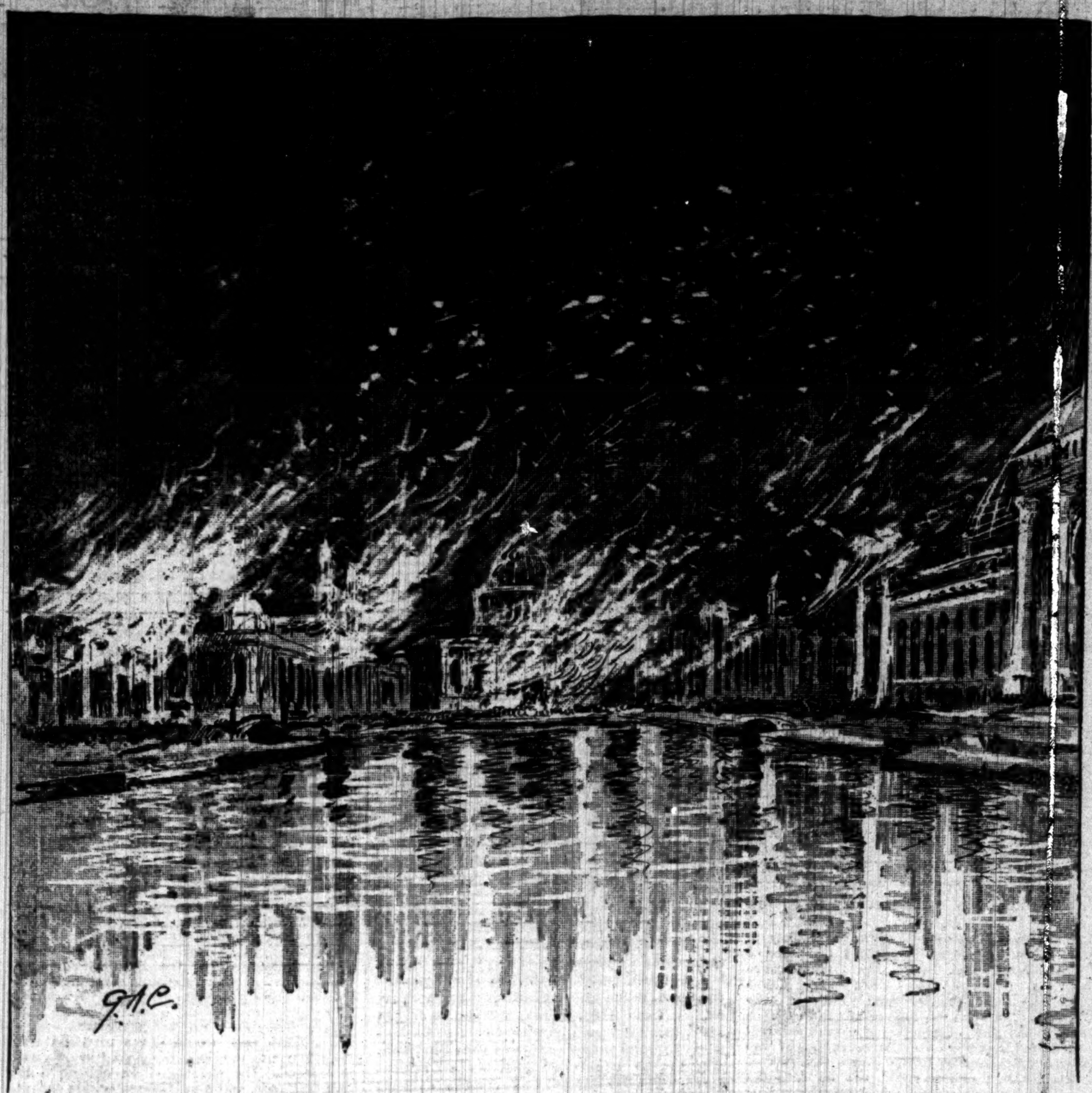
"Bloodhounds! Bloodhounds!" yelled some of those who did not feel especially vicious.

The soldiers were placed in open order along the fence and at the crossings, and the Rock Island officials, led by Supterintendents Dunlap and Hubbell, began the weary task of lifting the wrecked car with jack screws. There were not over a dozen men all told to do this work, all of them unaccustomed to it. The police began to arrive in numbers. Inspector Nick Hunt was in command. He had Capt. Dollard and Lieut. Mooney to help him. By 2 o'clock, when the train pulled up at Thirty-eighth street, there were 100 policemen on the grounds and more coming every minute from all the stations on the South Side. These officers marched up and down, driving the people off their perches. As fast as they passed by the people climbed back again. In half an hour engine No. 941 ran down from the city. It carried Mayor Hopkins, Corporation Counsel Rubens, Chief of Police Brennan, Vice-President W. G. Purdy, General Counsel T. S. Rice and Assistant General Counsel Robert Mather of the Rock Island system, and Capt. Jesse M. Lee of Gen. Miles' staff. These had all come down to look at the situation. The police grew wondrous active when they saw the Chief and the Mayor, and chased the crowd promiscuously. Mayor Hopkins looked wise, whispered with Capt. Cornish and the railroad people, and shortly went back up-town.

Topple Over Another Car.

While these events were happening the rioters had done just what anybody might have expected. They sneaked quietly up the track. Just south of Thirty-fifth street they toppled over another car across the track where the trains would have to pass. They did this right under the eyes of the troops and the police. They were so close that all the soldiers and the officers could see the car as it fel over. Everybody had forgotten the simple precaution of guarding the track ahead.

Capt. Cornish rushed his men up the track on a dog trot, but when they got to Thirty-fifth street there were only the overturned car and the little pile of ties which had been used for levers. The strikers had gone, presumably to upset more cars. Capt. Cornish concluded he could not patrol the whole distance to the depot with forty-five men, so he marched back to the train, where the workers were still drearily trying to get the first box-car off the track. The car was finally raised and pushed out of the way. Then Dunlap and his mens sailed the second one. From Thirty-eighth to Twenty-fourth street the officials found ten cars lying across the tracks. The workers acquired proficiency as they raised each car and made shorter work with the next. No disturbance occurred, the crowd about the tracks contenting itself with raising a howl as each car was lifted to an upright position. Several cars standing on side tracks near the main tracks were run on other tracks at a safe distance so the strikers would be unable to block the tracks with them.

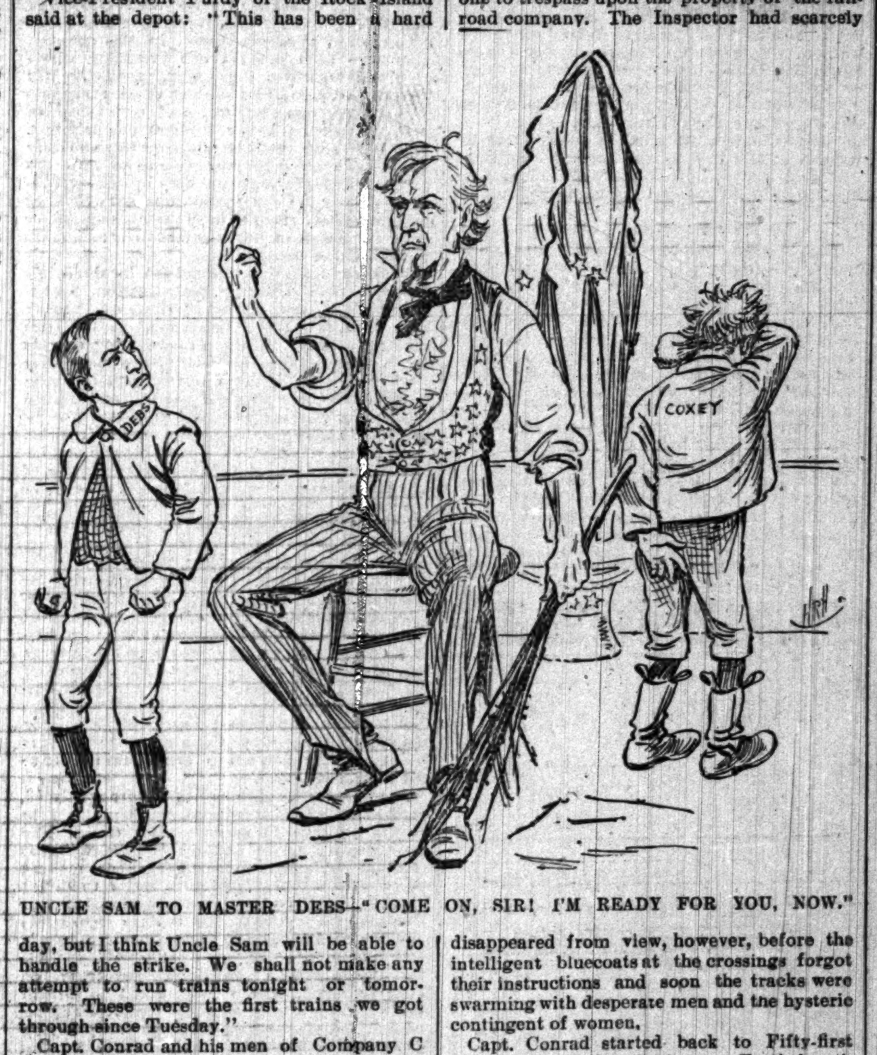


COURT OF HONOR IN FLAMES—LOOKING TOWARDS THE ADMINISTRATION BUILDING.—SEE PAGE 7.

Reaches the Station at Last.

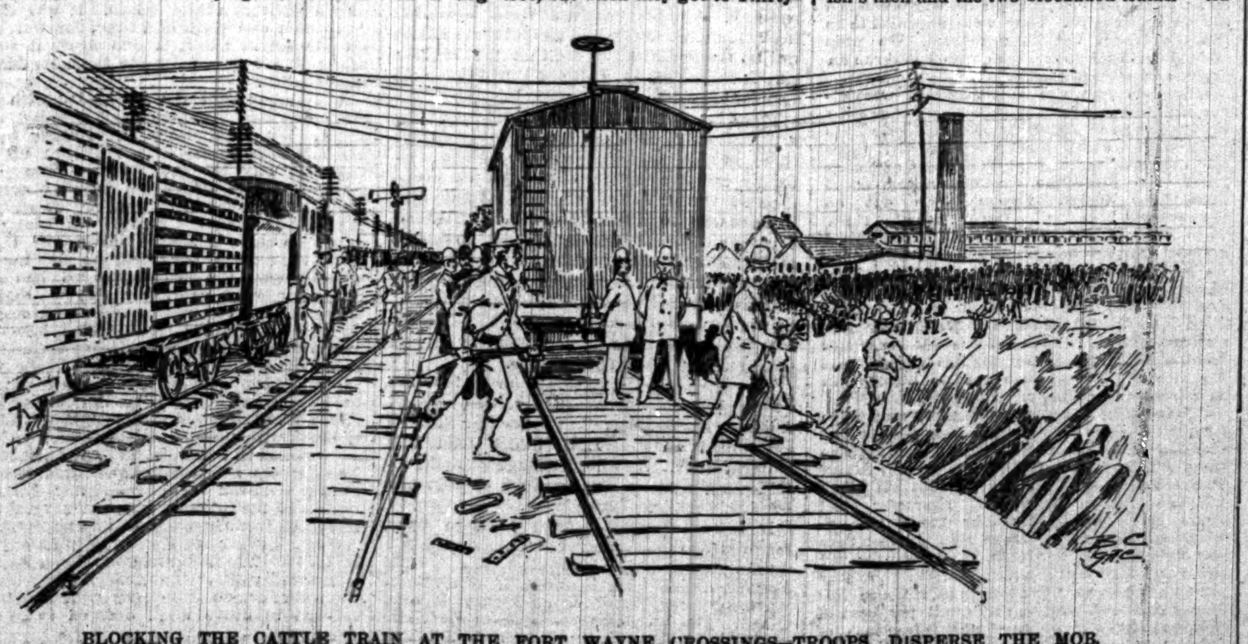
At 7 o'clock the train arrived at the Dearborn station, the weary officials saying it was the hardest day's work they had done in years. Cots were brought into the depot and the weary soldiers of Company C were given a chance to sleep. It was the first wink of sleep many of them had for forty-eight hours.

Vice-President Purdy of the Rock Island said at the depot: "This has been a hard day, but I think Uncle Sam will be able to handle the strike. We shall not make any attempt to run trains tonight or tomorrow. These were the first trains we got through since Tuesday."



UNCLE SAM TO MASTER DEBS—"COME ON, SIR! I'M READY FOR YOU, NOW."

Capt. Conrad and his men of Company C remained at Fifty-first street until 3 o'clock when orders came for the company to go to Thirty-eighth street to the assistance of Cornish's men and the two blockaded trains. An engine and two cars were procured and a start was made. The company had even a harder time of it than Cornish and his men. It could not get to town at all. About half a block south of Fifty-first street several hand cars had been thrown across the track, which had to be removed, and by the time the train reached Fortieth street no less than a dozen freight cars had been overturned in such a manner as to completely blockade further progress. The Captain at once reported the situation and was told to remain where he was and guard the tracks between Fiftieth and Fifty-first streets and Fortieth until further orders. While he was waiting for instructions a crowd of young hoodlums between 15 and 20 years of age, surrounded by Debs' train-wreckers and women, engaged themselves in mutilating the switches in the vicinity of Forty-seventh street. At the Forty-fourth street crossing was stationed a squad of a dozen officers, who with great unconcern turned their backs on the proceeding. At Forty-fourth street a tool-house was burned and another was set on fire. When the second one began to burn three or four officers ran up and with long poles raked out the combustible material that had been placed inside, and after the structure had been badly damaged succeeded in quenching the flames.



BLOCKING THE CATTLE TRAIN AT THE FORT WAYNE CROSSINGS—TROOPS DISPERSE THE MOB.

Police Drive the Rioters Away.

At 4:30 o'clock Inspector Hunt, Capt. Dollard, Lieut. Healy, Lieut. Golden, and Lieut. Morrison with 100 police arrived at Fortieth street and forming in a double line across the railway property marched southward driving the riotous men and hysteric women before them. Those of the women who carried babies used every possible means to intercept the progress of the officers, but the police compelled them to move along with the others. At every crossing Inspector Hunt and Capt. Dollard dispersed and gave the police stationed there strict instructions to allow no one to trespass upon the property of the railroad company. The Inspector had scarcely disappeared from view, however, before the intelligent bluecoats at the crossings forgot their instructions and soon the tracks were swarming with desperate men and the hysteric contingent of women.

Capt. Conrad started back to Fifty-first street about 5 o'clock, but at Forth-fourth street it was found the mob had opened a switch at that point and broken the rod by which it was turned. A squad of soldiers was landed and some workmen set about repairing the damage. As they did this hundreds of men and women assembled on the back porches of the houses just over the fence inclosing the railway yards and hooted and hissed and yelled. Half a block further another switch was found to have been crippled in a similar manner and at Forty-seventh there was another. Up to this time the lawless horde had shown no disposition to molest Uncle Sam's soldiers, but as the train crossed Fifty-first street, where there was a mob of 400 or 500 men, women, and children, a shower of stones was hurled at the train. One weighing at least four pounds came through an open window and missed the head of Deputy United States Marshal Upperman by a few inches. Another struck private Kuntz, who was stationed on the engine cab, on the thigh, causing a painful but not serious bruise. As the mob was moving back and forth in a wild confusion it was impossible for the soldiers to pick out the men who threw the stones.

Threw Him Off the Engine.

Stationed at the corner of the building from which the stone that came through the car window was thrown was a police officer wearing star No. 649, but he did not see who threw it, nor did any of the other dozen officers at that crossing. The throwing of the stones aroused the wrath of Capt. Conrad, and he at once unloaded his men with the intention of giving the rioters a lesson should they indulge in any more acts of violence. As soon as the train came to a halt the crowd, uninterrupted by the police, flocked round the train. The captain formed his men in line and started to drive them back. When the mob saw this it retreated to the Fifty-first street crossing, which was about

[Continued on eighth page.]

BULLETIN OF The Daily Tribune.

CHICAGO, FRIDAY, JULY 6, 1894.

Weather for Chicago today:
Westerly winds; probably fair.

INDEX OF TODAY'S IMPORTANT NEWS.

Pages.
1 Troops Massed on the Lake-Front.
Mayor Hopkins Gets in Action.
2 Mob Blocks Soldiers at the Stock-Yards.
Miles Says the Riot Must Be Quelled.
President Cleveland Will Hold His Troops.
3 Illinois Central Revives Suburban Trains.
Railroads Begin Moving Trains.
Arrangements for James Sullivan's Funeral
4 Labor Troubles Depress Wheat Prices.
News of the Financial Centers.
Railroad Men Called Before Commission.
5 Labor Leaders Promise to Aid Debs.
Traffic on Many Roads Is Improved.
Big Four Michigan Lines Tied Up.
Violence Near Detroit.
7 World's Fair Buildings Burned.
Labor Troubles May Reach New York.
Deputies Refuse to Grant Amnesty
8 Population Figures in New Directory.
A. P. A. Riot at Butte, Mont.
Two Men Shot at the Yards.
9 Long Fight Over Tariff Yet Assured.
McGann Working on an Arbitration Plan.
Affairs in the Insurance World.
11 Harness Racing Scandal at Indianapolis
Henry of Navarre Defeats Dorian.
Valkyrie Sinks and Vigilant Is Beaten.
12 Sabine Makes a New Eleven Furlong Record.
Colts Win from the Senators.
Socialists and Populists Make a Straddle.

LAST EDITION.

WAKES TO THE PERIL

Mayor Hopkins Issues a Peace Proclamation.

HE STIRS UP THE POLICE.

Rioting Must Cease or Their Heads Will Come Off.

TO END THE BLOCKADES.

Drastic Measures Proposed to Check the Debs Uprising.

MANY NEW MEN ARE ENROLLED.

John P. Hopkins, Mayor, has seen a great and blazing light. It burst upon him that there are riots going on in Chicago.

The Mayor is beginning to bestir himself; he is shaking up his police; he is making ready to do something. Yesterday he made a personal visit to the place of war; he ordered out a thousand of his police, and flooded the rioters with them. Last night he issued a proclamation. Last night, also, his commander of Police, Chief Brennan, gave it out that any railroad which wants to move trains today can do so under proper and sufficient police protection; that no strikers or rioters should be allowed to interfere. Also Chief Brennan began to swear in special policemen and will add 500 men to the force before noon today.

Edwin Walker, Special Assistant Attorney-General of the United States, called on Mr. Hopkins early in the day. He was accompanied by Attorney Wright of the Rock Island and Attorney Brower of the Northwestern. What Edwin Walker said to John P. Hopkins would be hard to tell, for neither of them seemed talkative after the conference. It was simply given out that the Mayor was asked to outline his plans of police work and that he said he had already done so in the general order issued by Chief Brennan Wednesday night—that the police would be required to preserve the peace and to protect property.

But right after this conference Mayor Hopkins awoke to lively action. Early in the afternoon the Mayor, Corporation Counsel Rubens, and Chief of Police Brennan, under escort of Rock Island officials, got aboard a switch engine and ran down to the riot in the neighborhood of Thirty-ninth street. The officials waded around in the dust and cinders here, looked at the cursing mob outside the fences, the little bunch of soldiers, and the rows of dismantled cars along the tracks. Corporation Counsel Rubens and Chief Brennan shortly returned to the city.

Mayor's Proclamation to the Public.

Mayor Hopkins came back later. He looked serious. He had a consultation with Mr. Rubens, and some time after he issued this proclamation:

To the People of the City of Chicago: The events of the last twenty-four hours render it necessary that extraordinary measures be taken to preserve public peace and order. The Mayor of the City of Chicago has the legal right to demand the services of every able-bodied man in the city and to call out the militia if necessary to suppress riots or other disorderly conduct, and he will certainly exercise every power vested in him by law for the protection of property and the preservation of the public peace. He expects every citizen to do his duty in preserving the peace by avoiding all places where crowds are congregated, to attend strictly to his own particular affairs, and to see that all women and children are kept away from the public streets and railway tracks. The Mayor intends to enforce every law of the State and ordinance of the city, and he confidently relies upon the people of Chicago to aid him in his efforts in that behalf. If the well disposed comply with his request as here indicated he will no doubt find a means of preventing the evil disposed from violating the laws. The police is hereby directed to disperse every assemblage of persons in the public streets or on or near railway tracks, and to promptly arrest all persons who refuse to disperse on demand. JOHN P. HOPKINS, Mayor.

July 5, 1894.

Mayor Hopkins also wrote the following:

Michael Brennan, General Superintendent of Police—Dear Sir: I am informed that certain persons, without authority, publicly and in the presence of police officers of the city, overturned a number of freight cars on the railroad tracks of the Lake Shore and Michigan Southern railway company, and that these police officers did not make sufficient efforts to prevent these lawless acts or arrest the offenders. You will at once inquire into the matters referred to and suspend all police officers present when said cars were overturned, pending the investigation. Hereafter, in every instance, whenever violations of the law occur you will promptly remove every police officer present who does not by his acts and conduct evince a purpose to do his whole duty in enforcing the laws. Respectfully,

JOHN P. HOPKINS, Mayor.

All Trains Can Run Today.

Chief Brennan also had something to say. It was this:

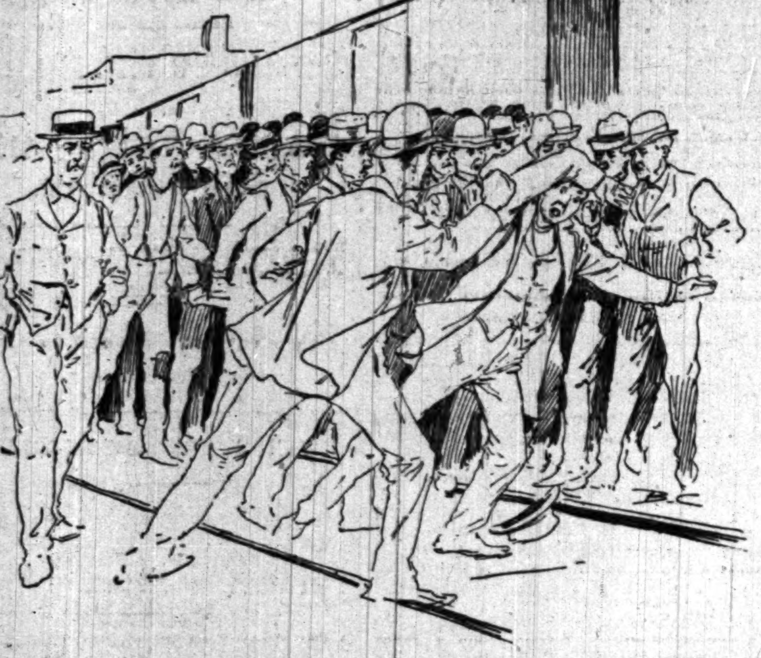
"Every railroad company operating a line into Chicago can run its trains tomorrow. If it does not do so it will be because it does not want to or because it cannot get the men to man the engines. We have sworn in twenty-five extra men tonight and will swear in 400 more tomorrow, and every effort will be made to keep the tracks clear and give the railroad companies an opportunity to operate their roads. Neglect of duty on the part of officers will not be tolerated, and the Police Department will not tolerate any foolishness on the part of the strikers or the obstruction of tracks. The tracks must be kept clear and the strikers must be kept back, and the railroads given an opportunity. Any one who interferes will be loaded into a patrol wagon and be brought to the station. And we will bring them a wagon-load at a time, if necessary, in order to maintain the peace."

But the best way in which the Mayor showed that he had come to light was the fashion in which he jumped his police out to the Rock Island riot once he got there. When the 3,000 strikers swooped down on the yards at Thirty-eighth street there was just one lonely policeman to stand up against them. Before evening there were over 1,000. It is true the most of them got there too late to do anything, but then they did get there. Every policeman on the South Side was ordered out soon after the Mayor arrived at Thirty-eighth street. The most urgent call came when the rioters got as far north as Twenty-fifth street, where they were still upsetting cars.

Sudden Massing of Policemen.

Assistant Chief Kipley, Capt. Hartnett, and Lieut. Golden immediately gave orders for every man in the district to proceed at once to the scene of the trouble. They then went there to take charge of the men. The men were taken from their posts on the streets and the reserve force and also those on day duty at the stations were sent down. From the Harrison Street Station fifty men were sent; from Twenty-second Street, twenty-five; Deering, fifteen; Cottage Grove Avenue, forty; Stanton Avenue, thirty; and from Thirty-fifth and Halsted, forty-five.

When the mob first attacked the train at Twenty-fifth street there were only a few policemen and they could do nothing with the strikers. At Twenty-second street there was another gang which attempted to throw a freight car off the track. While trying to disperse the mob and prevent the strikers from carrying out their purpose Officer Christianson of the Stanton Avenue Station was struck on the head with a store thrown by one of the crowd and seriously hurt. Reinforcements arrived and the mob was dispersed. Over 200 policemen then patrolled the tracks and crossings and protected the wrecking crew which was engaged in replacing the derailed cars. This was not accomplished until 7 o'clock, when the first train started for the city. It moved out slowly. In front there was an empty freight car. Then came the engine, which was guarded by twenty-five United States soldiers and as many policemen. The remainder of the train consisted of coaches which were filled with policemen, soldiers, and railway officials. The other two trains followed a short distance behind, the last train having a mail car attached. Assistant Chief Kipley was on the first train, and as it proceeded he ordered the extra policemen to go to Sixteenth street, where it was thought another attempt might be made to obstruct its passage. No further trouble, however, occurred, but the mail car attached to the rear of the last train was cut off at Eighteenth street by some unknown parties. As this train was not so heavily guarded as the others the absence of the mail car was not noticed until the train reached the Van Buren Street Depot. An engine guarded by a squad of police under the command of Capt. Hartnett left immediately to bring the car in.



BEATING AN ALLEGED "SCAB" AT THE FORT WAYNE CROSSING.

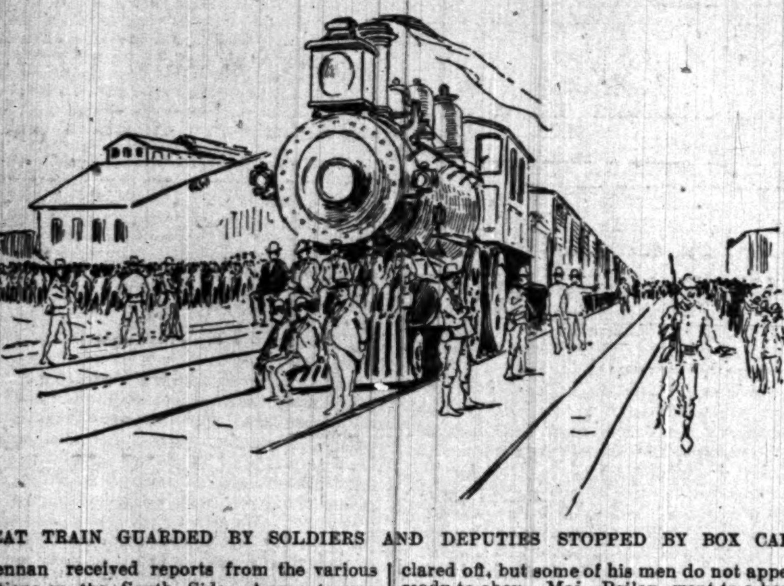
Calls for men came in at the Harrison Street Station all afternoon, but there were no men to send. The most urgent call after the one from Twenty-fifth street and the Rock Island tracks was for men at Thirty-ninth street and the Chicago and Eastern Illinois tracks. This call was sent out by General Manager Egan, who said that a mob was in control at that place and the police were unable to handle it.

The mail car which was cut off at Eighteenth street was afterward brought into the city. It was found at Eighteenth street, where it had been detached. The officials who were on the engine wanted to have two day coaches brought in, but the fireman and engineer refused to go back for them. The mail car was then brought in to the depot.

No Half-Hearted Police Wanted.

Mayor Hopkins was at police headquarters about 8 p. m. and his directions as to dealing with crowds and riotous persons were emphatic. He stated that large reserves of policemen were at all the stations ready to respond to any call. His order to Superintendent Brennan regarding police officers who neglected to perform their duty was to suspend them at once.

Supt. Brennan had a conference with Assistant Superintendent Kipley regarding the complaints from the railroad companies and other sources that police officers sympathized with the strikers and allowed all kinds of rioting to go on under their noses, and told his subordinate to carry out the instructions of the Mayor to the letter and to send the names of all suspended officers to him at once. He also directed the Assistant Superintendent to send him the name of every patrolman detailed on duty on the Rock Island road north of Thirty-ninth street yesterday afternoon. During the evening Supt. Brennan received reports from the various stations on the South Side. A report came from Thirty-fifth street at 8:30 o'clock that a crowd of 5,000 people had assembled at Thirty-first street and the Rock Island tracks. The entire reserve of the Thirty-fifth Street and Cottage Grove Avenue Stations were ordered to the scene of the trouble with patrol wagons and were directed to arrest as many men as was necessary and lock them up. The report that came in early in the evening that a mob of 15,000 people were marching on the center of the city was vigorously denied by the Superintendent and his subordinates. They claim to have dispersed all crowds that had congregated at various points.



MEAT TRAIN GUARDED BY SOLDIERS AND DEPUTIES STOPPED BY BOX CARS.

As to the overturning of the freight cars at Thirty-ninth street and the Rock Island tracks late in the afternoon Assistant Supt. Kipley said that the officers on duty claim that it occurred while they were farther down the track dispersing a crowd, and denied that it was done in their presence. It is probable, however, that an investigation of this will be made later on.

To Try to Run Trains Today.

Another attempt to run trains will be made by the railroads this morning. Efforts will be concentrated on the eastern lines.

"Trains will be sent out with Deputy Marshals," said J. M. Egan at midnight last night. "We were balked today, but we shall keep on trying to get trains out until we restore the service of all roads. This has been the worst day of the strike so far. More depredations have been committed and the crowd has grown bolder. The mob of strikers broke into the Wabash cars north of Forty-second street and helped themselves to what they pleased. Other depredations have been reported in the official bulletin. No trains went out of Dearborn Station this evening; none went out on the Pennsylvania, Rock Island, or Lake Shore. Isn't that a fine state of affairs for the citizens of this great city to contemplate?"

"Will the disorder grow worse?"

"I am anxious about tomorrow. We shall have more trouble probably. Anarchy prevails. Gen. Miles says if this outbreak is not quelled in forty-eight hours the effects will be terrible. I agree with him."

Mr. Egan, H. H. Porter, Chairman of the Chicago and Eastern Illinois; John Newell, President of the Lake Shore; Marshal Arnold, and United States District-Attorney Milchrist were in conference early in the evening. It was reported that they were afterwards to have a conference with Mayor Hopkins at the Union League club at which the gravity of the situation was to be impressed on the Mayor.

"We have not seen the Mayor," said Mr. Egan. "So far as the railroads are concerned, they consider the situation out of their hands. It is now a fight between the United States Government and the American Railway Union."

STRIKERS QUIET AT BLUE ISLAND.

Rioters, Who Ran the Town Before Troops Arrived, Have Disappeared.

Quiet reigned at Blue Island yesterday. The striking elements are overawed both by the troops and the number of arrests made by Deputy Marshals. Once in a while a little knot of strikers gather, but a word from a soldier will disperse them. Many of the worst offenders against law and order left town almost as soon as the troops arrived, and are keeping as far from Blue Island as possible. For the first time since the commencement of the strike the deputies were able to go freely into all parts of the town. They used their liberty to make numerous arrests of those who had before hindered and intimidated them. One of the first men arrested was Policeman Becker. This is the man who attempted to arrest United States Marshal Arnold on a charge of obstructing a crossing. The deputies claim many acts of violence were committed by strikers while Becker looked on. He never arrested any of them but they claim would always arrest a deputy if he got a chance. Becker, when arrested, was talking to the Mayor and some of the other officials. These were loud in their denunciation of the arrest but the deputies were not in a mood for argument. They threatened to arrest every town official in sight if any more fuss was made, and the Mayor and his following promptly retired.

Wednesday night passed quietly, but early yesterday morning some one played a trick on the men of the Fifteenth. Standing in the yard was a carload of beer. According to the soldiers early yesterday morning there came along a switchman with two barrels of beer on a hand car. These he gave to the regiment. As the beer had been in the yards in an uniced car for three days it was unfit to drink. A dozen of the men were made deathly sick by the stuff. Dr. Gunn of the Second Regiment National Guards, who went to Blue Island to act as medical officer, had his hands full all day.

Last Obstructions Removed.

The last obstruction in the Blue Island yards was removed yesterday when engine No. 940 was put back on the tracks. The work of moving the long stalled trains of Pullmans has begun and is likely to be completed today. Two long trains from the West were moved on toward Chicago and one train was sent through on its way West. There was no attempt made to interfere with the movement of trains.

The law-abiding element of the town was troubled yesterday over the report that the troops were to be called to Chicago. This report started because two companies of the battalion were ordered to the Stock-Yards. It is generally believed as soon as the troops are withdrawn rioting will begin again in Blue Island. The whole town has been excited by the number of arrests made, and nothing but fear of the soldiers has prevented violence to the Deputy Marshals. Dictator Debs gave it out that the restaurant and store boycott against the deputies and troops had been declared off, but some of his men do not appear ready to obey. Maj. Bailey went to a hardware store yesterday and wanted to buy a tin bowl. The storekeeper refused to sell him one. "Why?" asked the Major. "Well, we're with the strikers and you're against them," was the answer. The Major got his bowl at another store. The restaurant boycott has generally been declared off. It is possible to get food, but the restaurant-keepers are taking a novel means of getting even. Army officers, Deputy Marshals, and reporters are charged just double the prices strikers pay and don't get half as good a meal.

Supt. Nichols of the Rock Island road closed his office against newspaper men last night. He has hitherto allowed them to use his office which was about the only place in town where reporters could write in peace.

Peace Easily Maintained.

Although for the greater part of yesterday there were only fifty men left in the camp of the Fifteenth they appeared more than enough to handle the situation. Every man in the outfit is dying for sleep, and it has not tended to make them amiable. The rainrod bayonets with which they are armed do not look particularly dangerous, but various strikers can now testify to their practical efficiency. Two men who had been hanging around the depot all morning talking through the screens to the prisoners in the guard house refused to move and wanted to talk about their rights. Then the tired sentry prodded them. A policeman named R. McMichael was arrested by deputies during the afternoon. His offense, according to his accusers, is that he interfered with the deputies when they were trying to move a train. He and Becker were brought to Chicago with the gang arrested Thursday.

Two trains were stalled at the Blue Island

[Continued on seventh page.]

TO HOLD THE FORCE.

PRESIDENT CLEVELAND REPLIES TO GOV. ALTGELD'S DEMAND.

Tells the Illinois Executive That the Federal Troops Are in Chicago Only to Prevent the Stoppage of Any Inter-State Traffic—The Claim Is Made by the Executive That Troops Have Always Been Sent Where Needed, and the Need of the Railroads Is Workmen, Not Soldiers.

WASHINGTON, D. C., July 5.—[Special.]—Clocks in the White House were chiming midnight when the President of the United States sent down the communication given below relative to the strike situation at Chicago and which had caused an impromptu Cabinet meeting at the Executive Mansion. Attorney-General Olney was the first of the President's counselors to put in an appearance and was followed shortly after by Gen. Schofield and Postmaster-General Bissell. At the request of the President Secretary Lamont had removed from his residence, about a block from the White House, and been assigned apartments near those of the Chief Magistrate in the White House. Consequently he had only to cross the corridor to be in the Cabinet room and he was with the President throughout this evening.

Nothing created so much excitement in the little group as the communication from Gov. Altgeld. It was the reception of this letter which caused the President to send a messenger for the Postmaster-General, who was the latest arrival at the Executive Mansion. Some of the other Cabinet officers preceded him fully an hour. What transpired up in the Cabinet can only be surmised, but it is a pretty safe conjecture that Gov. Altgeld will not misunderstand the reply to his letter from the President of the United States. All the gentlemen left the White House a few minutes before midnight, the Attorney-General in a victoria, while the General of the Army and the Postmaster-General were crowded into the former's official carriage. When this trio emerged from the White House their response to inquiries for news was to "wait until the President could be heard from." Meanwhile Secretary Lamont had sent out for Stenographer O'Brien, and given him instructions to prepare typewritten copies of Gov. Altgeld's communication and the response from the White House, the documents being as follows:

EXECUTIVE MANSION, WASHINGTON, July 5, 1894.—The Hon. John P. Altgeld, Governor of Illinois, Springfield, Ill.: Federal troops were sent to Chicago in strict accordance with the Constitution and laws of the United States, upon the demand of the Postoffice Department that obstruction of the mills should be removed, and upon the representations of the judicial officers of the United States that process of the Federal courts could not be executed through the ordinary means, and upon abundant proof that conspiracies existed against commerce between the States.

To meet these conditions, which are clearly within the province of Federal authority, the presence of Federal troops in the City of Chicago was deemed not only proper but necessary, and there has been no intention of thereby interfering with the plain duty of the local authorities to preserve the peace of the city.

GROVER CLEVELAND.

Gov. Altgeld's Demand on Cleveland.

The letter from Gov. Altgeld which drew this terse, determined letter from the Chief Executive is as follows:

EXECUTIVE OFFICE, STATE OF ILLINOIS, July 5.—The Hon. Grover Cleveland, President of the United States, Washington, D. C.—Dear Sir: I am advised that you have ordered Federal troops to go into service in the State of Illinois. Surely the facts have not been presented correctly to you in this case or you would not have taken this step, for it is entirely unnecessary, and, as it seems to me, unjustifiable. Waiving all questions of courtesy I will say that the State of Illinois is not only able to take care of itself, but it stands ready today to furnish the Federal Government any assistance it may need elsewhere. Our military force is ample and consists of as good soldiers as can be found in the country. They have been ordered out promptly whenever and wherever they were needed. We have stationed in Chicago alone three regiments of infantry, one battery, and one troop of cavalry, and no better soldiers can be found. They have been ready any moment to go on duty and have been and are now eager to go into the service. But they have not been ordered out because nobody in Cook County, whether official or private citizen, asked to have their assistance, or even intimated in any way that their assistance was desired or necessary.

So far as I have been advised the local officials have been able to handle the situation. But if any assistance were needed the State stood ready to furnish 100 men for every one required and stood ready to do so at a moment's notice. Notwithstanding these facts the Federal Government has been applied to for men who had partial and selfish motives for wanting to ignore the State government. We have gone through a long coal strike, more extensive here than in any other State, because our soft coal field is larger than that of any other State. We have now had ten days of the railroad strike and we have promptly furnished military aid wherever the local officials needed it.

Troops Plenty, but Men Few.

In two instances the United States Marshal for the Southern District of Illinois applied for assistance to enable him to enforce the process of the United States Court and troops were promptly furnished him, and he was assisted in every way he desired. The law has been thoroughly executed and every man guilty of violating it during the strike has been brought to justice. If the Marshal for the Northern District of Illinois or the authorities of Cook County needed military assistance they had but to ask for it in order to get it from the State.

At present some of our railroads are paralyzed, not by reason of obstructions, but because they cannot get men to operate their trains. For some reason they are anxious to keep this fact from the public, and for this purpose are making an outcry about obstructions in order to divert attention. I will cite to you two examples which illustrate the situation: Some days ago I was advised that the business of one of our railroads was obstructed at two railroad centers, that there was a condition bordering on anarchy there, and I was asked to furnish protection so as to enable the employés of the road to operate the trains. Troops were promptly ordered to both points. Then it transpired that the company had not sufficient men on its lines to operate one train. All the old hands were orderly, but refused to go to work. The company had large shops in which worked a number of men who did not belong to the railway union and could run an engine. They were appealed to to run the trains, but flatly refused. We were obliged to hunt up soldiers who could run an engine and operate a train.

Again, two days ago appeals which were almost frantic came from officials of another road stating that at an important point on their lines trains were forcibly obstructed and that there was a reign of anarchy at that place, and they asked for protection so that they could move their trains. Troops were put on the ground in a few hours' time, when the officer in command telegraphed me that there was no trouble and had been none at that point, but that the road seemed to have no men to run trains, and the Sheriff telegraphed that he did not need troops but would himself move every train if the company would only furnish an engineer. The result was that the troops were there over twelve hours before a single train was moved, although there was no attempt at interference by anybody.

It is true that in several instances a road made efforts to work a few green men and a crowd standing around insulted them and tried to drive them off, and in a few other cases they cut off Pullman sleepers from trains. But all these troubles were local in character and could easily be handled by the State authorities. Illinois has more railroad men than any other State in the Union, but as a rule they are orderly and well behaved. This is shown by the fact that so very little actual violence has been committed. Only a very small per cent of these men has been guilty of any infractions of the law. The newspaper accounts have in some cases been pure falsifications and in others wild exaggerations.

Cannot See the Necessity.

I have gone thus into details to show that it is not soldiers that the railroads need so much as it is men to operate trains and that the conditions do not exist here which bring the case within the Federal statutes, a statute that was passed in 1861 and was in reality a war measure. This statute authorized the use of Federal troops in a State whenever it shall be impracticable to enforce the laws of the United States within such States by the ordinary judicial proceedings. Such a condition does not exist in Illinois. There have been a few local disturbances, but nothing that seriously interfered with the administration of justice or that could not be easily controlled by the local or State authorities, for the Federal troops can do nothing that the State troops cannot do.

I repeat that you have been imposed upon in this matter, but even if by a forced construction it were held that the conditions here came within the letter of the statute then I submit that local self-government is a fundamental principle of our Constitution. Each community shall govern itself so long as it can and is ready and able to enforce the law, and it is in harmony with this fundamental principle that the statute authorizing the President to send troops into States must be construed. Especially is this so in matters relating to the exercise of the police power and the preservation of law and order.

To absolutely ignore a local government in matters of this kind, when the local government is ready to furnish any assistance needed and is able to enforce the law, not only insults the people of the State by imputing to them an inability to govern themselves or unwillingness to enforce the law, but is in violation of a basic principle of our institutions. The question of Federal supremacy is in no way involved. No one disputes it for a moment, but under our Constitution Federal supremacy and local self-government must go hand in hand, and to ignore the latter is to do violence to the Constitution.

As Governor of the State of Illinois I protest against this and ask the immediate withdrawal of the Federal troops from active duty in this State. Should the situation at any time get so serious that we cannot control it with the State forces we will promptly and freely ask for Federal assistance, but until such time I protest, with all due deference, against this uncalled for reflection upon our people and again ask the immediate withdrawal of these troops. I have the honor to be, yours respectfully,

JOHN P. ALTGELD,
Governor of Illinois.

WHY THE RESERVES WERE CALLED

President Cleveland Has Determined to Crush the Debsian Rebellion at Once.

WASHINGTON, D. C., July 5.—[Special.]—When Gen. Miles left Washington for Chicago it was supposed that the troops at Fort Sheridan would be sufficient to quell the riot there. But at the time the first orders were sent to Fort Sheridan warning dispatches were hurried to the commanders of posts in all parts of the country, warning them to be ready for service. The President has been alarmed over the progress of the strike from the first, and has been in constant consultation with the law and military officers. Before Gen. Miles arrived in Chicago it was thought that the troops at Fort Sheridan would be fully able to meet the emergency, especially in view of the Attorney-General's action in directing the indictment of President Debs and other labor officials.

Late last night, however, the situation was rendered much more grave by a dispatch received from Gen. Miles in which he said in his opinion it would be wise for the authorities to send more troops to Fort Sheridan, where they could be held as a reserve force. The determined and riotous attitude of the strikers, as indicated in Gen. Miles' dispatch and its confirmation in dispatches received by the Department of Justice, brought to the authorities a realization of the actual situation. They were quick to act upon Gen. Miles' suggestion and immediately authorized him to detail troops.

Six of the companies which have gone to Chicago were stationed at Fort Leavenworth, Kas., and were selected by the post commander from Company A, Fifth Infantry, Company H of the Seventh, Companies A and F of the Tenth, Companies E and G of the Twelfth, Company F of the Thirteenth, and Company H of the Fourteenth. Two companies of troops have gone from Fort Brady, Mich., and are selected from Companies B, D, and F of the Nineteenth Infantry on duty at that post. Their orders direct them to proceed to Fort Sheridan and remain there waiting further instructions.

Will Be Held in Reserve.

Gen. Schofield made the official statement today that the troops were sent to Fort Sheridan to garrison the post, as it was not wise to leave the fort without a sufficient force to guard it. That the authorities' action in this instance had a deeper significance there can be no question. It was upon Gen. Miles' suggestion that they were ordered to Fort Sheridan, and there they will hold themselves in readiness to move at a moment's notice pending further orders. The troops are now wholly under Gen. Miles' direction, however, and among the officials of the War Department there is a belief that he will assign the several companies to the different districts where the strikers are most troublesome.

Attorney-General Olney and Secretary Lamont saw the President frequently this morning in relation to developments in the strike situation, and it is understood that it was decided to stick to this policy. There was a conference at the War Department this morning between the Attorney-General, Secretary Lamont, and Maj.-Gen. Schofield. The whole situation was carefully gone over. Maj.-Gen. Schofield was called upon to state the number of available troops within short distance of the sections where trouble is raging. It is extremely probable that if more troops are needed in Chicago those quartered in New York State will be ordered to that city.

The official information came to the War Department today that the United States troops had arrived at Raton, N. M., and were in possession of the long tunnel there. This was pleasing news to the authorities, as it was feared that the strikers would attempt to wreck the tunnel with dynamite. The troops are in possession of the town and although the strikers are surly no offense has yet been committed. The department has also been informed of the capture of forty-eight strikers at Trinidad and their departure for Denver, Colo., under a strong guard.

Movements of Troops in the West.

The Attorney-General received a dispatch from District-Attorney Dennis at Los Angeles, Cal., this morning, saying the strikers were continuing to violate the law and that the Federal troops were using every effort to prevent them. A dispatch received by the Department of Justice from Raton announced the opening of the tunnel and that trains would shortly be running. Advices received from Wyoming indicate more trouble, and as that State has no militia the probabilities are that the regular troops from Fort D. A. Russell will have to be ordered out to clear the roads.

There is much condemnation expressed by army officials at the action of the California State militia in refusing to obey orders yesterday and their action it is argued by army officials will be followed by other local militiamen who are in sympathy with the strikers. They say that the militia should be sent to the scenes of troubles which are outside of all local influences. United States Attorney Wigman, at Milwaukee, has been authorized by the Attorney-General to file a bill of injunction similar to that issued by Judges Grosscup and Woods at Chicago.

The Postoffice Department authorities are keeping close all the information they receive. A dispatch was received this morning that the switchmen on the Lake Shore road had stopped work. Another message gave the information that the cannon-ball express had been held up near Little Rock.

Important dispatches from Chicago were received by the authorities tonight, and all evening the President was in conference with Maj.-Gen. Schofield, Secretary Lamont, Postmaster-General Bissell, and Attorney-General Olney. The situation was gone over thoroughly. The President was concerned not so much with methods as with means.

Plan to Burn Monico Docks.

MONICO, Wis., July 5.—[Special.]—Early yesterday morning the coal-heavers on the docks here discovered that kerosene oil had been poured over the walls and timbers in one corner of the coal sheds, and also found a lot of matches wrapped in a paper saturated with oil close by, indicating clearly that some one during the night had planned to burn the sheds. There has nothing taken place here that would excite an incendiary. The railroad company, however, has laid off alot of section men and bridge carpenters on account of the present business depression.

RIOTERS IN A FRENZY.

SOLDIERS, DEBARRED FROM SHOOTING, SUFFER INSULTS AND BLOWS.

Their Efforts to Move a Train at the Stock-Yards Blocked by the Strikers, Who Heap the Track with Obstructions—Cavalry Scatters the Wreckers Like Rats, but They Return to the Fray Emboldened by the Belief They Would Not Be Shot.

The soldiers attempted to move a train at the Stock-Yards yesterday. The effort resulted in a hand to hand encounter with the mob. The strikers had decided it was the proper time to squelch the soldiers, who were "interfering with their business."

"Kill them," yelled the mob. "Take their guns away from them and hang them."

No officer was present to command the men and a fight ensued. The men could not fire without orders and they did the next best thing by using their bayonets. With their backs against the freight car they withstood the attack of the mob which numbered not less than 2,000. As the rioters closed in one of them dodged a jab of a bayonet and struck Private Steele of Company D in the face with a pair of brass knuckles. The soldier promptly reversed his gun and knocked the rioter insensible with the butt of it. The private was bleeding at the nose and mouth, but he did not report the occurrence to his commanding officer, Capt. Hartz, who did not know it at the time or the order to fire would have been given.

Mob Blocks the Track.

The soldiers had made a passage for the train. For several blocks no difficulty was encountered, and the officials of the road were unprepared for the sudden defeat which they met when Wentworth avenue was reached and a box car was found lying on its side directly across the main tracks. A gang of strikers could be seen farther down the tracks overturning every sidetracked car toward the main line and effectually blocking it. Twenty-four cars had been turned over and the rapidly increasing mob in front was still at work. The rioters were charged by the cavalry and driven away. For a distance of a half dozen blocks the tracks were so thoroughly blocked that it will require at least a day's work by the best wrecking service in the city to remove the obstructions. Content with their work the mob became good-natured and no further violence was offered until the troops and cavalry separated. The cavalry was sent to guard the engine on the way to the roundhouse, and the infantry remained on guard. A box car was standing just in front of the train on a side track. A number of rioters decided to upset it on the main track. They paid no attention whatever to the soldiers and would have turned it over within a minute had not a soldier on guard interfered. He succeeded in calling a momentary halt, and a half dozen others came to his assistance. Then the hand-to-hand fight occurred.

When it became apparent that no wrecking train could be got to the scene before morning the troops were ordered back and the strikers left in full command of the situation, which they proceeded to enjoy by assaulting every one they found who would not declare himself in favor of mob rule. They fired a number of box cars and attempted to burn the switch towers at a dozen places. Some of the attempts were partially successful.

Troops Return to Camp.

The troops were ordered back to camp at 4 p. m. and the officers announced that no further move would be made for the day unless in case of serious emergency. All was made ready for a night attack, which had been again threatened. The rioters are no longer afraid of the troops. They seem to think they will not shoot no matter what happens.

After the soldiers were sent back part of the mob followed and showed their contempt for the government by upsetting freight cars within fifty yards of the camp and in plain sight of the soldiers. Twice the cavalry drove them away, once with sabers and once with loaded carbines. Within a minute they were back again and continued to overturn cars until tired and exhausted by the work. They yelled like Indians. From the viaduct and the top of overturned cars they shouted defiance to the soldiers. A reporter for a morning paper was assaulted and badly beaten by the mob. A number of soldiers went to the commanding officer with requests to be allowed to charge the mob and drive them from the vicinity. But this was refused and the utmost caution ordered by Col. Overshine.

At dark last night crowds of wild, lawless rioters were in full possession of the vicinity. It had been remarked during the day that little drinking was going on. Few drunken men had been seen. At night the condition was reversed and the streets were filled with them. Reports came into headquarters frequently during the evening that cars and other railroad property were being burned at numerous points in all directions.

Day Opens Peacefully.

At daybreak yesterday all was quiet and peaceful at the Stock-Yards camp. Sentinels paced to and fro at every possible point. The numerous threats of the rioters to attack the camp during the night proved to be a bluff of drunken braggarts, as the officers had predicted. A few tough-looking characters were found skulking among the cars sidetracked in the vicinity and among the stables that formed the western boundary of the camp ground. They were fired out with little ceremony. A few were prodded with bayonets in the hands of the guards, who had orders to allow no one near the camp who could not give a good account of himself. A tip reached one of the officers during the previous evening of a conspiracy among the rioters to set fire to the stables, fences, and railroad cars which encircled the camp, and burn up the soldiers like "rats in a trap." The possibility of such a plan was guarded against. In such an emergency the cavalry would have cut its way through the mob, followed by the infantry. The guns of the light battery would have been trained down the streets in all directions, ready to cut a swath fifty feet wide with a charge of shrapnel. The officers went to sleep with their swords by their sides and their revolvers within arm's length. Every precaution had been taken against surprise.

Decide to Start the First Train.

The effect of a good night's rest was apparent on the men. After reveille, breakfast, and attendant camp duties, orders were issued to carry out the plans which had been arranged by officers and officials in consultation. The previous day's experience had shown the inadvisability of scattering the command in small squads at a dozen points over a territory a mile square. It was decided to start one train at a time, concentrating all the forces about it and move it slowly along under guard outside the most dangerous locality.

A Michigan Central train loaded with live-stock was selected; police had guarded it all night. When all was reported ready by the railroad officials the engine backed up and coupled on to the train. Two companies from the Fifteenth Infantry arrived, guards were detailed for the engine and men placed at regular intervals all along the train. Others marched down the tracks, drove the crowds back, and guarded the men who repaired the switches which had been tampered with overnight. News that the train was to be moved spread among the strikers like wildfire and hundreds came running from all directions. They swarmed over the viaduct that spans the track at the Santa Fé depot and hundreds of them climbed on the sidetracked cars near the waiting train. Every roof and fence within sight was literally black with people. Women and children were mixed through the mob promiscuously. The strikers had encouraged them to come, as they believed themselves safer from the bullets of the soldiers, who had several times refrained from shooting on that account.

Capt. Hartz gave the order to fix bayonets and load. The mob had gone down the track a hundred yards, where the strikers blocked the track, armed themselves with stones, and refused to move when ordered to do so by policemen.

"Charge bayonets!" commanded Capt. Hartz, and for the first time since the arrival the two companies moved in a body against the mob, which was the largest yet encountered. The gap between the soldiers and the mob was not closed. The latter ran too fast. As long as the troops advanced the mob retreated, but when the command to halt was given it stopped and closed in again.

The soldiers were strung out along the tracks for a distance of two blocks, where the track was clear, and with the points of their bayonets pressed the leaders back. For an hour they stood the taunts of the women and the curses of the men. Not a word was spoken in reply to the abuse of the mob.

Cavalry Scatters the Mob.

Howling mobs closed in against the guards in all directions and the scenes of the previous day were again repeated. As the final preparations were made to start the train the mob went wild. A rush was about to be made for the engine when from the camp ground a block away came the bugle call of "boots and saddles." The mob hesitated. A few minutes later the bugle sounded again, this time the command was "forward," and a faint cheer was heard from that direction. The main gate of the camp ground swung open and out it came Troop K of the Seventh Cavalry. They were riding at attention. Not an eye was turned to the right or left. Straight towards the rear of the mob they came. In the front rank rode the man of Capt. Harris' troop, who, single-handed, drove the mob away from an engine and at the point of a pistol compelled the engineer to remain on the engine and perform his duty. They rode straight through the mob without as much as tightening a rein. The horses stepped forward briskly and the mob scattered like rats. Under the viaduct they went in a cloud of dust raised by the horses' hoofs and the scurrying rioters. They turned down the track in front of the engine, leaving the right of way clear behind them. The engineer started the train and the promised fight was over. The train, guarded by scores of police and Deputy Marshals, who rode on the cars and engines and two companies of infantry with a troop of cavalry, which led the way, proceeded slowly eastward. The engineer and fireman were loyal and stuck to the engine, disregarding the threats of the rioters. But the mob, as detailed above, stopped its progress.

STRIKERS START A WILD ENGINE.

It Belongs to the Illinois Central "Police Train"—Stopped at Harvey.

Last night a mob between 2,000 and 3,000 strong gathered at Kensington in anticipation of the arrival of the Diamond special over the Illinois Central which reaches that place at 10 o'clock. Most of the mob gathered around the station, but there were strikers all along the track between the station and the Chicago and Eastern Illinois crossing. The Diamond special, however, did not stop either at the station or at the crossing. The signals showed open way and the train went through at a high rate of speed and in safety.

Just behind the Diamond special was the "police train." This is a train which the Illinois Central sends out to guard the Diamond special. It contained fifteen city officers and a train crew under charge of J.W. Higgins, Superintendent of Terminals, and A. H. Egan, Trainmaster of Freight Terminals. This arrived at Kensington a few minutes behind the Diamond special, and as the signals were against it it came to a stop between the station and the Chicago and Eastern Illinois crossing. A volley of stones was thrown by the strikers. The trainmen and officers drew their revolvers and any striker who was seen to fire a stone was fired at by a city policemen. The effect of the shot is not known. The police and trainmen then got out and faced the mob. No more shots were fired, but the stones flew fast. None of the trainmen were hurt and neither they nor the officers used their revolvers. The mob was too strong and took possession of the train. The men forced Engineer Scanlan and his fireman to leave the engine. The engine was then detached. A daring striker jumped on the engine, pulled the throttle open, and as soon as it was under headway he jumped from the engine, leaving it to go wild. It ran as far as Harvey, where it was stopped without having done any damage.

The two Illinois Central officials and the police stuck together and made their way to Pullman, leaving the mob at Kensington. The engineer and fireman got separated from the police in the melee and at midnight their whereabouts was unknown.

SPECIAL GRAND JURY AFTER DEBS.

To Begin Its Session Tuesday—Summons Papers for the Jurors.

The special grand jury in the United States Court ordered to be summoned by Attorney-General Olney was drawn yesterday afternoon by Jury Commissioners S. W. Burnham and M. R. M. Wallace. The venire, which was at once placed in the hands of the Marshal to summon, included thirty-five names from a list sent in from all the northern counties of Illinois. The list was furnished by county clerks and other county officials, and comprises men of standing in their respective communities and good material for grand juries. Mr. Burnham declined to give out the names until the summons had been served, as some might desire to evade service and publication would give them the opportunity.

The jury will begin its session next Tuesday. It will immediately start an investigation of the strike. Debs, Howard, and their immediate associates will be among the first men presented to the jury. Representatives of the government are reticent as to details, but they reiterated yesterday that the case against Debs and his fellows was complete.

"Debs seems to think in order to be in contempt of the injunction issued by Judges Grosscup and Woods he must go out with the rioters and overturn a mail car," said a high official of the government. "He will find out that he is greatly mistaken. He will also ascertain that the orders of a Federal court cannot be violated with impunity. Debs seems not to understand what the power of a Federal court is."

It is said in official circles that the special grand jury will conclude its labors in two days. The arrest of Debs, it is said, will follow immediately. Edwin Walker was asked about this yesterday, but declined to answer.

"I will only say," said he, "that Debs is the head and front of this affair. The government intends he shall be punished and will move in accordance with law."

"Has the necessary evidence been secured?"

"It has."

LONGING TO STRIKE AT MILWAUKEE.

Federated Trades Council Meets and Indulges in Denunciations of Law.

MILWAUKEE, Wis., July 5.—[Special.]—The strike fever is spreading, and in a few days all branches of business dependent on trades may be shut down by a general strike. The Federated Trades Council held an open meeting tonight, and it was demonstrated that the union men of this city in all branches of industry are ready and willing to strike at a call from the national officers of the organizations represented in the federation. There are fifty unions in the council, representing every branch of industry. The strongest are the brewers and the street car men, and they have declared their willingness to join in a strike at a moment's notice. The delegates to the council were instructed to put themselves in telegraphic communication with the national officers of their various organizations and ascertain at once if they want them to strike in sympathy with the Pullman men. A committee of five was appointed to review all answers received to dispatches, and if replies warranted to call a special meeting of the council for the purpose of ordering a stride.

During the meeting Robert Shilling, the leader of the Populist party in this State and National Secretary of that party, made an address denouncing Judge Seaman for issuing the injunction restraining the men from using persuasion to induce men to quit the service of the railroad companies. He said: "I say eternal disgrace on Judge Seaman and every Judge like him. I defy him to have me arrested for contempt of court. The Constitution of the United States still exists."

He said it was a fact that the railroads to secure special privileges had bribed Legislatures, Congress, Judges on the bench, and even the President. He denounced Cleveland as a heartless servant of monopolies, and at the same time said he did not advocate violence, but wanted the workmen to stab their despoilers at the ballot-box.

The situation grew a trifle more serious here today. A mob of strikers and thugs hung around the yards. Two attempts were made to take firemen bodily from the cabs of their engines and compel them to join the ranks of the strikers. Twenty-five city policemen were placed in the St. Paul yards tonight. All trains out on the St. Paul tonight were under guard of the police.

The St. Paul bridge at Granville, north of this city, was burned this morning.

The Goodrich Transportation company will be tied up tomorrow morning, according to an employé of the company.

RIOT TO BE QUELLED.

GEN. MILES SAYS THE MOB MUST BE CHECKED.

Its Destructive Course Has Brought Matters to a Crisis that Must Be Faced—The Commander of the United States Troops Declares the Time for Vigorous Measures Is at Hand—If the Police Neglects to Do Its Duty the City May Be Declared Under Martial Law.

Gen. Nelson A. Miles believes the situation has reached a critical point. Col. Crofton went to his office at 3 o'clock with a full report of the day at the Stock-Yards up to that time. The two officers remained in consultation for two hours, at the conclusion of which Gen. Miles came out of the room.

"This thing has got beyond a strike," said he. "It has become a dangerous riot. The crowd at the Stock-Yards is naturally gathering within itself the vicious and criminal classes. If it is not dispersed a grave crisis is before Chicago."

"Is it as serious as that?"

"The mob is worked up to a fever. Today it overturned box cars and set them on fire. The track is ruined because the burning cars have melted switches. The mob burned a station house today. I have information that it has threatened to make a foray into the city proper."

"Cannot your forces disperse them?"

"The public must understand that we are acting in support of the court. We are protecting United States property and property under protection of the government. It is no part of the duty of the troops to perform police duty. It is not the business of the troops to disperse the mob under their present orders. That devolves upon the police."

Danger Is Not Realized.

Speaking of the obstructing tactics of the strikers and their sympathizers at the Stock-Yards and adjacent railroads, he said: "These men do not seem to realize how close to death they are every time they attempt to stop a train and harass the troops. That bloodshed has not yet taken place is due to the extraordinary coolness of the men and their wonderful self-control. They have taken the taunts and sneers of the crowd with great forbearance and have submitted to indignities and insult in a remarkable manner. They will avoid any overt act and resist by physical force the pushing of the crowd before they will resort to their guns. If a shot is fired or an assault made upon them while in discharge of their duty they will meet it, and when I contemplate that result I cannot help repeating that these people no not know what they are doing. They do not seem to realize what a terrible engine of destruction they are going against when they fool with the soldiers. Fifty of those soldiers could mow down 2,000 people in a few minutes. I believe that if this was fully realized there would not be so much interference with the troops and a wide berth would be given to the railroad tracks. The President is in earnest in this matter of suppressing interference with the operation of the laws. The orders of the Federal Court are being treated with contempt. Conditions like these existing today cannot last many hours without ending in a declaration of martial law. Then the military will be supreme. The citizens should understand the situation," he continued, "and the function of the troops. Should the government buildings in this city be menaced the soldiers would protect them. They could not act as police and disperse mobs generally unless martial law should be declared."

Martial Law May Be Declared.

"Will it become necessary to declare martial law?"

"It may be."

"Will it be done?"

"I don't know. The situation is most critical."

"How is martial law declared in such an emergency as the present?"

"By the President, who acts on the recommendation of the United States Judge and the officer commanding the troops."

Gen. Miles was visited yesterday by Gen. J. D. Brooke, commanding the Department of the Platte. "There was nothing in his visit in relation to the work done here," said Gen. Miles. "He was just passing through the city and called to see me."

This morning the Lake-Front Park will be dotted with the white tents of a battalion of the United States troops. Five companies of reinforcements, ordered from Fort Leavenworth, Kas., will arrive at 7 o'clock and have been ordered to go into camp on the Lake-Front, where they will be held as a reserve, provided their services are not needed in some part of the city. At noon the battalion will be joined by two companies from Fort Brady, Mich. Around Gen. Miles' headquarters there was an air of expectancy seldom noticeable. Messengers came and went all day, and whenever Lieut. Blow or Lieut. Smiley came in from Col. Crofton's headquarters they were eagerly asked for information. It is said on strong authority that the troops and officers at the Stock-Yards are becoming restive under the treatment they are receiving. In the draft riots in New York it was necessary for the regulars to fire on mobs. Officers who participated in the attack made careful inquiry into the number of people killed by the troops. They placed the total at 2,000.

Hesitate to Order Shooting.

For thirty years those riots, the number killed and the probability that very many of them were spectators, have been subjects of conversation in the army, particularly at times like the present. The natural feeling of regret at that awful occurrence, in which they took part only in obedience to orders, has become an influencing force felt by every young Lieutenant in charge of a detail threatened by a mob. There is no doubt that this has influenced the commanding officers at the Stock-Yards, aside from their orders.

"There is one thing in the situation which is exceedingly annoying," said an officer. "Mobs have learned that the National Guard will not attack save as a final resort, and will then fire over the heads of their assailants. In consequence there has been a lack of fear of militia expressed by some mobs. I am a little afraid the mob at the Stock-Yards is beginning to think the regular troops are like the militia in this particular. The question is, Can we afford to allow respect for the regulars to be lost? If the troops fire they will continue to do so until their assailants are beaten off."

RIOTERS FEEL THE WEIGHT OF COURTS

Commissioner Hoyne Hears Several Cases of Interference with Trains.

D. B. Donovan, a switchman, was held to the Federal grand jury yesterday by Commissioner Hoyne and was sent to jail in default of bail. Donovan boarded an Illinois Central train at Kankakee Wednesday evening and attempted to force the engineer to leave the cab. He did not deny that he interfered with the train, but said he had been drinking yesterday and was excited.

William Shepard was charged with interfering with Illinois Central mail trains at Grand Crossing and also with violating the injunction of the Federal court. He was locked in the cage in the Marshal's office.

Edward Heim and Carl Christ, who were brought in from Blue Island Wednesday, were released until Monday on bail yesterday.

John Buckley and August Johnson, Blue Island alleged rioters, were committed to jail. They will have a hearing next Monday.

Embargo on Canadian Pacific Lifted.

MONTREAL, July 5.—The embargo which was put on the Canadian Pacific railroad from London west to Chicago on account of their using Pullman cars in addition to their own sleepers, was raised today upon the company agreeing to go without the Pullmans.

Trains Running at Cincinnati.

CINCINNATI, O., July 5.—All railroads here are doing business today, taking freights for all points except Chicago. There are new men on all lines. Special police and deputies are still on duty escorting trains both in and out.

Debs Orders Out Rio Grande Men.

DENVER, Colo., July 5.—[Special.]—An order was received from Debs at midnight ordering all Denver and Rio Grande men to strike. The effect will not be known before the shops open in the morning.

Blockade Broken at St. Joseph, Mo.

ST. JOSEPH, Mo., July 5.—The blockade in this city has been broken and both the Rock Island and Chicago Great Western roads are running trains. The Chicago Great Western now receives perishable freight of all kinds.

SHOWS SIGNS OF LIFE.

ILLINOIS CENTRAL PARTLY REVIVES ITS TRAIN SERVICE.

Suburban Traffic Resumed Up to Nightfall, and Through Freight Business Is Under Way—No Attempt to Run Beyond Grand Crossing for Fear of Violence—Troops Find Little to Do, as the Strikers Did Not Get Beyond Mutterings—Resumption to Be Gradual.

The Illinois Central road commenced reviving its paralyzed suburban passenger and through freight business yesterday. Both the regular and fast suburban trains were run on schedule time from 7 o'clock a. m. until 7 p. m. between Randolph Street Station and Grand Crossing. It was not considered safe to go beyond that point. Kensington, Riverdale, and Harvey are fairly well guarded by Deputy Marshals and police, but it was said the strikers at those places are still in an ugly mood, and there was no telling what acts of violence they might attempt. For that reason the officials concluded it would be wiser not to take any chances. The company made no effort to reëstablish its South Chicago service. Trainmaster Dunnigan said the situation there was such that if they should send trains in the crews would be in danger of being assaulted. The strikers are numerous and they have a great many sympathising friends. Of course the troops at Grand Crossing could quickly be transferred to South Chicago, but the Crossing is considered the most critical point. While everything has been peaceable and quiet there since the soldiers arrived it is the settled belief of military and railroad officials that if they were to be removed the mob would soon get together again and do more damage than it has before.

Effort Made to Move Freight.

In addition to its suburban passenger business the Illinois Central company also made an effort to move some of its freight trains. Three switching crews went to work in the terminal yards at Randolph street, and up to 4 o'clock p. m. had made up and sent out four long trains. One train that passed through Grand Crossing at 11:15 a. m. had forty cars in it. A big train loaded with coal and drawn by two engines came in from the south at 9 a. m. It was followed half an hour later by ten cars loaded with bananas from New Orleans. It was reported at General Superintendent Sullivan's office that five freight trains had been sent out of Cairo for Chicago during the day.

An official of the road said: "The resumption of our train service will necessarily be slow and gradual. We don't expect to do much for several days. New men willing to work are naturally afraid of being assaulted where they have only slight protection. Ten or twelve of our old employés made application today to be taken back, but as yet we have not reinstated any of them. The crews now at work are all old men. Only about a dozen of our engineers and firemen quit and some of them were frightened away from their posts. All such will probably be taken back."

Whether any attempt will be made to extend the train service today had not been fully determined at a late hour yesterday. In order to be on the safe side no suburban trains were run after dark last night. The through train service was in better shape on the Central yesterday than it has been for more than a week. All trains arriving at and leaving the Twelfth Street Station were on schedule time.

All Quiet at Grand Crossing.

Hardly an incident of any sort occurred to distub the situation at Grand Crossing yesterday. The two companies of infantry stationed there had nothing to do outside of the regulation camp and guard duty. A large number of people, moved by curiosity, from Woodlawn, Burnside, South Chicago, and suburban points visited the place to get a look at the soldiers. Few, however, were permitted to get inside the lines and the railroad tracks were kept clear of crowds. Spectators were compelled to remain on the side streets and outside the right of way fences. Col. Humphreys, commander of the camp, was out and breakfasted early. Then he took a turn up and down the tracks and about the neighborhood, to see what the indications for the day were. Having been notified that the Illinois Central would commence running some of its suspended trains the Colonel had his plan of action so arranged as to be ready to instantly quell any riotous outbreak that might be attempted by the strikers and their mob friends. Fortunately he had no occasion to use the command "fall in." The first train to arrive was the fast suburban, at 7:20. There were no strikers in sight then. Ten minutes later the regular suburban trains commenced coming and from that time on until 7 o'clock last evening they arrived and departed every twenty minutes.

Last Call to Striking Employes.

The following official notice, issued by General Superintendent A. W. Sullivan and taking effect at noon yesterday, was posted in the yards at Randolph street and Fordham:

The Illinois Central railroad company has not had, nor has it now, any part in the controversy between the Pullman company and its employés. This company has not any contract, understanding, or obligation to or with the Pullman company, except the written contract executed in 1891, which requires it to haul Pullman cars as a part of passenger trains. The legal duty of this company is to operate its railroads and to serve the public by transporting freight and passengers and the United States mail over its line, in suitable cars as a part of passenger trains, with speed and safety. Some of its employés have, under the orders of the American Railway Union, or other outside parties, without any grievance against this company failed or refused to discharge their duties as employés of this company to the great injury of this company and the public. It is the legal duty of this company to supply their places and to proceed to the discharge of its duties under its charter and the laws of the State in which its lines are situated, unless they return at once and report for duty. This, therefore, is to notify former switchmen, switchtenders, and other yard men who have left the service of the company within the last week that unless they shall return and report for duty by 1 o'clock p. m. July 5, 1894, they are discharged from the service of this company; and their places will be supplied, as the company is legally bound to do, to the best of its ability.

The company received assurance from its employés at Bloomington that they would take no part in the present labor troubles.

TRAINS MOVE FROM UNION DEPOT.

Passenger Traffic Fairly Well Handled, but Freight Business at a Standstill.

About the Union Station at Canal and Adams streets there was little yesterday to demonstrate a big strike was on. All the trains out and in this station were fairly regular excepting the Alton and the Pennsylvania. The latter line had trouble with its incoming East Chicago local at Root street, and when the engineer and fireman of the train that should have left for East Chicago at 2 o'clock in the afternoon learned of the trouble the incoming crew had at Root street they refused to go out and the train was abandoned and the passengers returned to the waiting-rooms. The day express for New York, due to leave at 3:15 o'clock p. m., expected to have trouble at Root street.

Two through trains came in on the Alton, one at 11:40 a. m. and the other at 2 p. m. Another train pulled out at 10 a. m. This was a better record than the one made the day before. The Burlington through service, as well as the suburban, was apparently working all right and the officials reported they had not encountered trouble. The same report was received from the Milwaukee and St. Paul officials. The Pan-Handle people said their passenger trains were regular.

As to the movement of freight trains it was said nothing was being done by any of the roads entering the Union Station, except the Burlington, which was said to have started some trains out. At the main office of the company the statement was made that not a wheel was running so far as freight was concerned. The Pennsylvania, as well as the Panhandle, received freight yesterday, and a man connected with the road said six switch engines were at work in the Western avenue yards making up trains. The same was practically true of the Pennsylvania, but whether the trains would get out was another question.

MOVES NEARLY ALL ITS TRAINS.

Northwestern Sends Out All Through and Suburban Trains and a Few Freights.

It was plainly and practically demonstrated yesterday that the strike on the Northwestern was ended. Passenger service was put in operation yesterday morning and proceeded uninterrupted, both through and suburban, with the exception of some delayed trains coming in. The attempt to resume freight business proved successful and there was no attempt at violence or interference by outsiders, beyond curses and threats. Yesterday sixteen crews manned the switch engines in the different yards operated by the Northwestern in this city and a number of freight trains were sent out. Through freight business does not amount to much just at present, as the exchange and receipt of shipments is naturally light on account of the strike elsewhere. Local way freight and perishable goods were handled yesterday without any difficulty, and trains went out yesterday with full, regular crews. One significant fact attending the resumption of freight switching is the employment of new men. Those who have gone out and who refuse to respond to the call for men to resume their duties will be forever barred from service on the Northwestern system, with the exception of a very few. According to the conservative policy of the road all men were given ample time in which to make up their minds. The matter of intimidation and lack of protection claimed by many of the men when they went out was taken into full consideration, and when it was determined that there need be no fear in this direction the men were so informed. It was then plain to be seen that a great many of the men were out through sympathy and the excuse offered before was of no avail. In the passenger yards, where no work was done Tuesday afternoon, the men all went back to work, as they had quit work through the instructions of their superior officers, who anticipated trouble and bodily violence. Yesterday and last night 300 special policemen and 75 regular policemen were on hand to protect the men in case of any outbreak. No attempt at violence was reported at any point, and no opportunity was offered for overt action, as the company refused to work its freight men in the dark. Regular freight houses are open and ready for reception of freight.

Twelve thousand men have been thrown out of employment by the order cutting down all superfluous force. Under the most favorable circumstances these men cannot be put back to work inside of a week and this has already begun to furnish food for serious reflection among the men affected. Reports received at the general offices yesterday from all along the line show employés of the Northwestern are bitter in their denunciation of Dictator Debs and he will receive no support in that direction. A number of disgruntled ex-employés, including switchmen and firemen, held a meeting at 1180 West Lake street yesterday morning and yesterday afternoon at Baer's Hall, Chicago and Milwaukee avenues. They notified the general committee that all conductors, engineers, and firemen on the Northwestern road would go out at 6 o'clock last night. This is considered by the men as one of the greatest pieces of assurance yet assumed in this strike. The men were those who had already forfeited all chance of employment on the road and are not recognized by the men at work.

By this morning the company expects to have its passenger service in smooth running order, with everything on time and all the customary equipment in active service. All the freight business in sight will be handled if the expectations of the officials and the indications last night are properly founded. A telegraphic story published in an evening paper that the telegraph operators and members of the Order of Railway Telegraphers were becoming uneasy and expected to be called out in a body was received at the Northwestern offices as another one of the jokes of the strike. A train dispatcher informed a reporter for The Tribune the places of the men could be filled in an hour. He denied there was any thought among the members of the Order of Railway Telegraphers along the line of the Northwestern road of joining in this strike. Some of the operators, without being called upon, had volunteered their services in the maintenance of passenger business, and several of them who had never before had a shovel in their hands climbed into the engine cab and kept up the steam without which the trains could not have run.

At 6 o'clock a "committee" reported at headquarters that the Northwestern conductors, engineers, and firemen would refuse to respond to their calls, the strike to take effect at once. This was denounced last night by individual conductors, engineers, and firemen who were moving the trains regularly as the utterance of irresponsible men who were attempting to make mischief.

EMPLOYING NEW MEN AT ST. LOUIS.

Successful Attempt to Haul Trains—Aid of the Federal Court Secured.

St. Louis, Mo., July 5.—[Special.]—The Pullman strike has reached its crisis in St. Louis and the next thirty-six hours, in all probability, will settle the question as to whether or not the railroads can resume business with new employés without provoking violence. The roads are all employing men and several successful attempts have been made to send out trains with new hands. The yards of the St. Louis, Keokuk and Northwestern (Burlington) were clear this morning, and all trains were running the same as before the strike. The entire force of old employés, it is said, reported for duty last evening and this morning was put to work.

United States District-Attorney Clopton received a telegram this afternoon from Attorney-General Olney instructing him to file at once a petition before the United States District Court for a writ of injunction against railroad strikers similar to the injunction issued last Monday at Chicago. When the United States District Court convened Attorney Parker of the 'Frisco road filed a petition asking an order of court on the United States Marshal to afford the employés of the road the necessary protection to carry on the company's business. The petition not only asks of the government's protection for employés of the 'Frisco, which is in the hands of a receiver, but also protection for the Missouri Pacific employés who handle 'Frisco business in the yards of the Missouri Pacific road between Cerre street and Cabanne avenue. The order was issued by the court, and Judge Thayer instructed the Marshal to swear in as many deputies as may be necessary to afford the protection asked.

The fuel situation in St. Louis is improved today. Some of the roads that had loaded coal cars side-tracked in their yards succeeded this morning in switching the cars to points where they could be unloaded, and the two Terminal companies also succeeded in hauling several trains of coal from the East Side. There is an immense amount of coal on the tracks in East St. Louis and if this can be brought over there will be no fuel famine. The ice men have sufficient ice in sight to supply the city two weeks. The fact that none of the Missouri Pacific or 'Frisco suburban trains have suffered delay has helped the milk dealers.

ALBANY CONVENTION ON THE A. P. A.

Timely Discussion Brought On by a Suffrage Resolution.

Albany, N. Y., July 5.—[Special.]—Today was the first time since its organization in May that the Constitutional convention discussed the A. P. A. in any form. The convention took up the adverse report of the Committee on Suffrage on Mr. Lincoln's resolution requesting Congress to draft and submit a constitutional amendment that no person not a citizen shall have the right to vote. In support of his resolution, Mr. Lincoln said the practice of allowing aliens to vote existed in sixteen States. He did not think his resolution was discourteous to or a criticism on other States. In supporting his resolution, Mr. Barhite said the vote of illiterate foreigners was a grave menace to American institutions. Mr. Roche of Troy, in supporting the adverse report, said the resolution was the embodiment of a plank in the platform of the A. P. A., which no doubt was the father of this resolution. He branded the A. P. A. as narrow minded and proscriptive. The convention should hold aloof from the principles of such a body. Mr. Goodelle, Chairman of the Suffrage committee, questioned New York's right to set herself as the model for other States. Mr. McDonough could find no secret purpose in the resolution such as Mr. Roche thought he saw, and Mr. Moore regretted that Mr. Roche had seen fit to try to make a religious or a political question of the resolution. In a vigorous speech Mr. Veeder declared no man should be allowed to vote unless he had taken the oath of allegiance. No subject of a foreign state or power should have the right to make laws for the United States. The report of the committee was adopted by a vote of 64 to 48.

The Largest Sea.

The largest inclosed body of water in the world is the Caspian Sea.

STRIKE IS FELT LESS.

REPORTS FROM ROADS SHOW A BETTER STATE OF AFFAIRS.

Many Lines Get Passenger Trains Running on Schedule Time—Freights Are Run at a Decided Disadvantage, but Accumulations of Freight Are Sent Out—Illinois Central Resumes Its Full Suburban Service—Managers' Association Is Still Full of Fight.

The General Managers' Association was in session nearly all day yesterday, and some of its members said last evening they had great fears for today. It was admitted the mob had apparently obtained control of things at the Stock-Yards and on the Rock Island terminals. Everything possible is now being done by the managers to prevent bloodshed, and managers say only as a last resort will the military be ordered to shoot. It was claimed the association was the means of averting a serious conflict between the military and mob at the Stock-Yards yesterday by ordering the Swift meat train taken back to the packing-houses and unloaded.

But there is no weakening on the part of the General Managers in their fight. They say that now is as good a time as any to settle the question of supremacy, and if the present military force is not adequate more will be asked for.

Roads Make Report.

As an offset, however, to yesterday's trouble at the Stock-Yards and on the Rock Island other roads reported some improvement in the condition of train movements.

Atchison, Topeka and Santa Fé—We are still sailing along pleasantly and running more freight trains than since the strike began; passenger trains between Chicago and Denver are all on time. We loaded twenty-five cars of merchandise at our Chicago freight house this morning.

Baltimore and Ohio—Passenger trains running about on time. When attempting to move some gondolas at Ninety-first street the train was swung down and the crowd intimidated the engineer with drawn revolvers. We were forced to abandon further attempts at freight moving.

Chicago, Burlington and Quincy—The situation is unchanged. We have made no attempt to handle freight, and our passenger service is running without interruption. On the Burlington southwest system, Hannibal and St. Joseph, the switchmen quit work at noon. All freight, as well as passenger business, is being handled promptly by officials of the road, and they, with their assistants, will keep everything moving.

Chicago and Alton—By the aid of United States Marshals and new firemen the blockade at Bloomington was raised and all trains were forwarded from there with old engineers and new firemen. In only one instance did an old engineer refuse to work with a new fireman. After a stormy meeting lasting all day Wednesday our engineers decided to continue to do their duty, provided what they considered protection was offered them. The firemen are all out, and we are filling their places as rapidly as possible.

Chicago and Northwestern—Passenger trains running in and out of Chicago on time. Expect to receive and deliver freight today at all local freight houses in Chicago. Have a sufficient switching force to handle the business that is moving.

Wisconsin Central Handles Ice Cars.

Wisconsin Central—All freight and passenger trains moving about on time. Fifty cars of ice brought into Chicago and placed on team tracks.

Chicago and Northern Pacific—All daylight suburban trains running on time; night trains discontinued during present trouble. All switching and freight business being handled promptly.

Chicago and Calumet Terminal Company—Sufficient number of men, who quit work Monday, reported for duty this morning to enable us to move all business promptly.

Illinois Central—Have more men than we can use this morning, and suburban trains, both express and local, are running. All trains arriving and departing in good shape.

New York, Chicago and St. Louis—Our road is tied up tight from Chicago to Bellevue, 276 miles. This is a strike of all employés except the Brotherhood of Locomotive Engineers.

Chicago, Milwaukee and St. Paul—All passenger trains are moving about on time on the entire system. The strike of switchmen in our Milwaukee yards has caused no delay whatever. All of the accumulation of freight in Chicago was moved yesterday.

Pan-Handle—This line has opened all its freight houses in Chicago and is receiving perishable freight for shipment and at all stations outside of Chicago they are receiving perishable and other freight for shipment to deliver in Chicago or to connecting lines.

Wabash—Practically no change in the situation. All trains are moving without interruption. Four or five gangs of section men have struck. At Litchfield strikers set fire to a caboose and shortly after that a car repairer's oil-house was burned.

Monon—Passenger trains are running, but no freight traffic.

Chicago and Grand Trunk—The situation continues to improve. Passenger trains are running and local freights will be started today. Everything quiet on the line. Many of the strikers are applying to be taken back.

Rock Island Trains Stopped.

Chicago, Rock Island and Pacific—The same trouble was experienced at Forty-seventh street that we had there Wednesday, but when the troops arrived this morning the strikers were driven back, and Nos. 6 and 12, which followed the train carrying the troops, came into the station. West of Blue Island and west of the Missouri River strike was ordered but the order was without effect.

Chicago and Great Western—Passenger trains are all running nearly on time. Have moved two freight trains out of Dubuque eastward and three out of Chicago westward. They were equipped with new men, engineers, firemen, brakemen, and conductors. Have switch engines now working in freight yards sufficient to do all work. The yard is in good shape.

Chicago and Eastern Illinois—Strikers and their sympathizers stone all trains on the line at Thirty-fifth street, doing serious damage to the engines and the cars. This has been kept up all through the morning and makes travel through there dangerous.

The C. B. and Q. road was obliged yesterday morning to make a call for police protection at Western avenue to stop rioting and protect property.

CRANKS STAND BY DICTATOR DEBS.

They Send Threatening Letters to an Evanston Pastor.

An anonymous attack has been made on the Rev. H. A. Delano, pastor of the First Baptist Church, Evanston, for the criticism made by him on E. V. Debs. The letters containing the attacks were dated at Chicago and received by the Rev. Delano Tuesday. One letter received was signed "M. A. M." The writer said he was surprised that a man of as high standing as the Rev. Delano should meddle with such affairs. The letter also stated that the strike was none of the Rev. Delano's business and had nothing whatever to do with the pulpit and advised that he cease giving his opinion on the matter in public. Another letter stated that the sermon of Sunday was plainly the work of one of Evanston's theoretical fools, and also warned the preacher not to meddle with an affair which was none of his business. The Rev. Delano thinks the letters were written by cranks.

Leroy McMillan, one of the Blue Island police arrested yesterday morning at the Rock Island yards at Blue Island, was brought before Commissioner Hoyne yesterday afternoon. He was accompanied by John Zacharias, the Mayor of the town, who signed his bail bond and made him a free man. Mayor Zacharias was indignant at the action of the Marshals in arresting his police officers. He said McMillan had not been acting with the strikers, but was endeavoring to preserve order. The Mayor also signed the bond of Charles Becker, who was arrested by Marshal Allen. When the bond of Becker was signed that officer was not present for the reason that he was with a squad of prisoners who had started in the custody of Marshal Arnold and his deputies from Blue Island at noon. The train on which they left the scene of the conflict was stopped by a mob at the Stock-Yards and was held there for hours. Deputy John A. Logan, who was in charge of the Marshal's office during the day, swore to the complaint against McMillan and Becker on information and belief. The complaint charged them with obstructing the United States mails. The bonds of the two officers were fixed at $500 and their hearing set for July 14.

WORKMEN ARE HURT BY THE STRIKE.

Many Industries Forced to Suspend on Account of the Tie-Up.

Whiting, Ind., July 5.—[Special.]—The effects of the Pullman boycott are keenly felt here. The suburban service on the Lake Shore road has been suspended and the only mode of reaching Chicago is the electric cars, which require over three hours to make the trip. The mails from the West are arriving from five to ten hours late. All the switchmen in the employ of the Chicago and Calumet Terminal railroad and the Standard Oil company have gone out. The mammoth car shops located here closed down tonight for an indefinite period. Business is almost paralyzed. Two meat markets shut their doors today because they could get no meat from Chicago.

Hot Springs, Ark., July 5.—[Special.]—Work on the Little Rock, Hot Springs and Texas railroad, in course of construction from Benton westward via Hot Springs, has been stopped by reason of the strike. No freight has been received here since the tie-up of the Iron Mountain. Passenger trains are running regularly.

Michigan City, Ind., July 5.—[Special.]—All employés of the Louisville, New Albany and Chicago road here except passenger train men were laid off today on account of the paralysis of traffic due to the strike.

Kent, O., July 5.—The Erie railroad shops here were closed for an indefinite period today and 300 men discharged. It is believed it is intended to "freeze out" members of the American Railway Union in the shops.

PRODUCE BECOMES MORE PLENTIFUL.

Partial Lifting of the Embargo Permits the Bringing in of Fresh Supplies.

Potatoes are still exceedingly scarce, but as regards other goods South Water street merchants considered the railway situation a trifle improved yesterday. The trouble has been more over getting stuff out than over securing enough for local needs. The Alton, Burlington, and Northwestern were willing to take fair amounts of produce for shipment, and a considerable quantity of orders from the country that have piled up during the last few days were worked out.

George Middendorf, one of the largest dealers in potatoes in the city, said he did not know where the supply was to come from if the strike did not terminate immediately. His men were forced by the strikers to stop unloading cars on the Wabash at Forty-third street and Stewart avenue yesterday. Part of a load had been taken from a car when the strikers issued the stop order. Threats were made at Middendorf's men and they were told not to make any more attempts to unload cars until the strike was over.

Several firms on the street have been deterred from unloading cars of watermelons, and whole carloads have been stolen by the mob. However, the demand has been light and enough watermelons are at hand to supply the trade.

F. M. Smith, wholesale dealer in poultry, game, and fish, said:

"We have been able today to fill a fair number of back orders and I consider the situation improved. We have had less difficulty in getting sufficient ice. The strike has caused us great loss and any improvement, even though slight, is welcome. Today we have plenty of live poultry and prices are ruling lower."

Eggs are still scarce, but the supply was a trifle increased. Fancy butter is in light supply, the express receipts having been cut down.

In other lines of country produce there was a sufficiency to meet the city's needs, but complaints came from country points that the situation was growing troublesome because Chicago as a distributing point had been practically closed.

The partial lifting of the embargo yesterday enabled the railroads to bring in milk trains, and the supply of that necessity was consequently larger than for several days. Wholesale dealers said the situation was improved, and for the day at least there would be no suffering.

TO HELP THE STARVING FAMILIES.

Aid Asked for the Suffering Women and Children of Pullman.

There will be a dramatic entertainment next Tuesday afternoon at Hooley's Theater for the women and children of Pullman who are suffering from want of the actual necessaries of life. The committee in charge of the entertainment consists of Miss Edith Ellis, No. 89 Park avenue, directress; Mrs. W. A. White, Mrs. James Kennedy, Mrs. O. L. Chadwick and Miss Sue Archibald. The movement is in no way identified with the strike. An appeal is made to all men and women who do not believe in letting innocent wives and children go hungry in a land of plenty, no matter what may be their individual views on the present disturbances.

William C. Hollister, Treasurer of the Pullman relief fund, has issued a statement to the public calling attention to the fact that the condition of the law-abiding people of Pullman is becoming desperate, and starvation can only be averted by prompt action on the part of the people of Chicago. The following cash contributions have passed through his hands:

Previously reported	$1,467.60
Carpenters' Union No. 62	100.00
Carpenters' Union No. 28	50.00
Michael Irrmann	10.00

STRIKE LEADERS SENT TO PRISON.

Two of Them Get Three Years Each for Their Unlawful Acts.

Middlesborough, Ky., July 5.—Will Free and Sil Ailer, ringleaders of strikers, charged with burning houses at Mingo during the strike troubles, were sentenced to three years in the penitentiary at Tazewell, Tenn.

Cincinnati, O., July 5.—The trial of F. W. Phelan before Judge Taft for contempt of court began at 2 p. m. After hearing the testimony of General Manager Carroll and Supt. Murphy of the Cincinnati Southern and of Vice-President Schaff and Supt. Bender of the Big Four, Judge Taft continued the case till tomorrow morning. The railway officers testified strongly as to Phelan's instructions to the men. Requisitions have been made for copies of telegrams received from Debs.

An order was filed today to commit Phelan for contempt, but it could not be heard, owing to the serious illness of Judge Taft's brother.

FIFTY CARS OF COAL RECEIVED.

Fuel Supply Question Less Troublesome Through Deliveries Made Yesterday.

The coal situation showed an improvement yesterday. Fifty cars of soft coal were brought in by the Lake Shore road, and some other roads managed to deliver cars which have remained in their yards for a week. There is an abundance of coal in the yards and large quantities on the way in trains which have been tied up by the strikers. So soon as the embargo is lifted this can be rushed into Chicago. Buyers yesterday manifested less anxiety and the demand for hard coal, which was sharp earlier in the week, showed a falling off.

"The situation is easier in consequence of the arrivals," said Henry E. Weaver of Weaver, Getz & Co. "The coal that was delivered will, however, soon be exhausted. There is a good deal of coal in the railroad yards at points, however, which are inaccessible. The railroads feel more confident and believe they can start the coal tied up on their lines. As soon as the city railroad yards are cleared of disturbers plenty of coal will be available."

Fruit Trade Is Jeopardized.

New Orleans, La., July 5.—The Tropical Fruit Growers' Association last night discussed the damaging effect of the railroad strike, which has caused the loss of 200 carloads of bananas and threatens the ruin of the trade. The association telegraphed to the President and members of the Senate urging them to take immediate action to protect inter-State commerce and prevent further interference with it.

Danger of Meat Famine in Baltimore.

Baltimore, Md., July 5.—[Special.]—Beef went up three cents a pound here today. The manager for Swift & Co. said the market was at least 1,000 head short of last week's receipts. Other representatives of Western houses predict a famine for next week.

A Suggestion for Arbitration.

Chicago, July 5.—[Editor of The Tribune.]—The present strike is no longer a question between the original parties to it. The public has become interested, and its interests are paramount to those of the Pullmans, the railways, or the American Railway Union.

Although there is no tribunal before which the differences between the contending parties may be adjusted one should be created by act of the parties. Arbitration, not brute force, is part of our modern civilization. Sovereign nations have recently adopted this mode of settling questions which hitherto were decided by contending armies, and why should not individuals and corporations resort to this peaceable method of adjusting their real or fancied grievances?

There are in this county twenty-eight Judges of courts of record, seven of whom could be selected by lot to act with eight business-men, whose names might be selected in a similar manner from thirty names of men of acknowledged ability. Of the thirty business-men ten names could be suggested by the President of the American Railway Union, ten by the Association of Railway Presidents, and ten by the President of the Pullman company. All parties interested should submit the question at issue unconditionally to the commission thus created, agreeing to abide by the decision of the majority, and in the meantime the Pullman men and the railway men should return to their respective posts of duty at the rates of wages paid them prior to the strike.

Citizen.

HONOR HIS MEMORY.

ARRANGEMENTS FOR THE FUNERAL OF JAMES SULLIVAN.

The Services Will Be Held Tomorrow Morning at 10:30 O'Clock in the Church of the Holy Angels, on Oakwood Boulevard, Near Vincennes Avenue—Resolutions Adopted by the Newspaper Club, the Press Club, and the Republican Executive Committee.

At the Newspaper club yesterday afternoon the brothers of the late James Sullivan, the members of the club, members of the Press club, and his former associates on The Tribune met to arrange for the funeral services of the deceased, who was the President of the club. Leigh Reilley, Vice-President of the club, presided. Mr. Sullivan's brothers announced that the funeral would take place Saturday morning instead of Friday. The services will be held at 10:30 o'clock in the Church of the Holy Angels, Oakwood boulevard, between Vincennes and Langley avenues.

The following pallbearers were announced:

Active pallbearers—Jerry B., Patrick B., John B., Timothy, Michael B., and William B. Sullivan, brothers of the deceased.

Honorary pallbearers on behalf of the family—Mayor Hopkins, Sheriff Gilbert, Ald. Madden, Arthur Dixon, Judge Goggin, Thomas Gahan, Thomas Byrnes, William Dillon, J. R. B. Van Cleave, W. A. S. Graham, Postmaster Hesing.

Honorary pallbearers on behalf of the Newspaper club—William E. Lewis of the *Times*, F. P. Dunne of the *Post*, E. M. Lahiff of the *Herald*, Leigh Reilley of the *Mail*.

Honorary pallbearers on behalf of the Press club—Montgomery B. Gibbs, F. A. Vanderlip.

Honorary pallbearers on behalf of The Tribune—R. W. Patterson, W. Van Benthuysen, Elias Colbert, E. J. McPhelim, John A. Corwin, J. M. Glenn.

The members of the Newspaper club will meet at the club-rooms Saturday morning at 9 o'clock to proceed in a body to the church. Those who desire to accompany the remains to the interment at Calvary are requested to notify the Committee of Arrangements consisting of F. P. Dunne, John Costello, and Edward Hardin.

The following joint Committee on Resolutions was appointed:

From the Newspaper club—S. M. Burdett, J. O'Donnell Bennett, D. J. Cahill, and Felix Senff.

From the Press club—W. K. Sullivan, William Knox, and John B. Jeffery.

A joint memorial meeting of the members of both the Newspaper and the Press clubs will be held in the rooms of the Newspaper club Sunday afternoon at 3 o'clock. The following gentlemen were appointed to make the arrangements.

Messrs. Lane, Mullany, Rhodes of the Newspaper club; Heineman, Packard, and Cobb of the Press club.

Testimonial from the Newspaper Club.

At a meeting of the Newspaper club held yesterday afternoon the following memorial and accompanying resolutions were unanimously adopted by a rising vote:

James Sullivan died July 4, 1894, in the rooms of the Newspaper club of Chicago, of which he was the first President and one of the founders. Death came to him without previous notice, but found him not unprepared for the transition. His record during an earthly pilgrimage of forty-one years enabled him to respond without fear or foreboding to the last summons. Born in County Limerick, Ireland, Mr. Sullivan came to the United States soon after he had attained his majority. He early developed a capacity and taste for journalism. He contributed to various publications until a permanent position on The Chicago Tribune supplied a suitable field for the exercise of his remarkable talents. As the political editor of that newspaper during the last ten years he achieved a reputation as a brilliant and capable journalist which was not confined to the limits of this city or State.

He was a journalist in the broader and higher sense of that term. A pointed and vigorous writer, possessed of the genuine newspaper instinct, he was not a theorist, but in the application of his work brought powerfully to bear his political knowledge of the men and measures which he discussed. He was full of resolute energy and his capacity for labor was apparently almost boundless. He combined in his own person the qualities of a trenchant editorial writer with those of an ever ready and successful reporter. To the aid of this combination he brought untiring persistence and unflagging zeal. He neglected nothing and shirked no duty which stood in the pathway to success.

A striking and agreeable trait of his character was his ability to make and retain friends. His delightful personality made it easy for him to win the esteem and confidence of any person with whom he came in contact, and his strict integrity and unfaltering loyalty to those who trusted him held that confidence and esteem unshaken when won. Although sometimes merciless in his criticisms of public characters, he rarely lost the friendship and never the respect of those whom he thus criticised.

In this particular field of newspaper work he was conceded to be without a superior in this country. Locally his prestige in this respect was such that no one pretended to dispute his title to chief place. The circle of his friends and admirers was not limited by political lines. He was loved by men of every shade of political opinion. The quality of selfishness was wholly foreign to his nature. He was generous to a fault. A lover of all humanity, it was his chief delight to contribute to the individual happiness and advancement of others. To the young reporter he was always a friend and a helper. Although he sought to progress surely and steadily himself, he was unwilling to advance at the expense or detriment of others. He regarded his profession loftily, and had only scorn for those who would debase or prostitute it. His relations as husband, father, and citizen were loyally, lovingly and honorably discharged. In his dealings with other men, whether in or out of his profession, he was honest and conscientious. He died as he had lived—a just and upright man. His virtues and his good deeds will be long remembered.

His death is most seriously and sincerely deplored by the members of the Newspaper club. He contributed to its establishment and success more than any other individual member. At a meeting of its members held at the club rooms July 5, 1884, the following resolutions were unanimously adopted by a rising vote:

Resolved, That in the death of its President, James Sullivan, the Newspaper club has lost a beloved and honored official and one of its most useful members.

Resolved, That the members hereby tender to the family of their deceased President their sincere condolence in this bereavement, and the Secretary will transmit to the family a suitably engrossed copy of the foregoing memorial and these resolutions.

Resolved, That the foregoing memorial and these resolutions be spread at large upon the records of the club.

Sam. M. Burdett,
Daniel P. Cahill,
J. O'Donnell Bennett,
Felix L. Senff,
Committee.

Resolutions of the Press Club.

The Press club Committee on Resolutions adopted the following:

The members of the Press club of Chicago desire to express their great sorrow at the sudden and lamented death of James Sullivan. In the newspaper profession few, if any, surpassed Mr. Sullivan as an untiring and faithful worker. His ability was exceptional and his loyal and devoted services almost invaluable to The Tribune, on the staff of which he served so long. As a journalist he was widely and favorably known, not only in Chicago but throughout the West, and his death comes almost as a personal affliction to very many, who learned to respect and admire his ability, his integrity, and his courage, and who felt themselves fortunate in his acquaintance.

By his death the newspaper profession in Chicago has lost one of its ablest and most valued members. His associates can but feebly express the sorrow they feel. The members of the Press club extend deep sympathy to his family in their bereavement.

W. K. Sullivan,
W. M. Knox,
John B. Jeffery,
Committee for the Press club of Chicago.

From Republican Executive Committee.

At a meeting of the Republican Executive committee yesterday afternoon it was resolved to attend the funeral of James Sullivan in a body. The following was also adopted:

The Republican Executive committee of Cook County, sharing in the general sorrow caused by the decease of Mr. James Sullivan of The Chicago Tribune, who in the inscrutable will of Divine Providence was suddenly summoned to the eternal court, and wishing to place on the records of this committee a just tribute to the character and services of the deceased, do hereby declare that in his character as a citizen and in his qualities and services to the city of his adoption, and in whose every interest and welfare he always took a leading part and concern, his memory deserves to be held in grateful remembrance. His unblemished character as a man, his usefulness as a citizen, his ability, integrity, and tried capacity as a newspaper man, his scrupulous regard for individual and public rights, and his unbroken faith and sterling love of his mother country lend an honorable luster to his name and memory.

His death is a general loss to the Republican party in this city and State, and his counsel in the management of its affairs will be greatly missed. Therefore, be it

Resolved, That this committee respectfully extend its earnest sympathy to the bereaved family in their overwhelming affliction; and be it further

Resolved, That a copy of this memorial be spread upon the records of this committee, and that a suitable copy of the same be engrossed and transmitted to the family of the deceased.

TALKS AT UNIVERSITY CONVENTION.

Andrew S. Draper's Views on "Inception of American State School System."

Albany, N. Y., July 5.—[Special.]—Before the University convention this evening, Andrew S. Draper, the President-elect of the University of Illinois, delivered a centennial address on "The Inception of an American State School System." Mr. Draper said in part:

No education is complete which does not begin with the kindergarten and lead up to and include the University. Primary and secondary schools are everywhere; they are everywhere unsectarian and free, through the exercise of the sovereign authority; they are coming into closer relationship with each other and coöperating upon a general understanding for the attainment of a common end. Even more, they are being supplemented by colleges and universities, standing upon the same or nearly the same footings as the common schools and forming a living head to a complete educational organization. The question about free public high schools is outlawed and any question about free public universities is practically settled. Nearly every one of the great progressive States west of the Alleghanies is putting the money and the constructive genius and energy of its citizens into universities which form the heads of State systems of instruction and promise in time to rank with the foremost universities of the country. So out of conditions which are yet crude, out of our still unsettled national life there is being developed in each of the States a great educational system which is dependent upon and is guaranteed by the authority of the State, a sovereign authority so far as schools are concerned. That system is free and non-sectarian, which in point of elaborateness is altogether unprecedented by any authoritative public and general provision for the uplifting of the masses in the history of the world.

CHOOSES JOHN M. SMYTH ITS PRESIDENT.

Republican Executive Committee Organizes for the Campaign.

The first meeting of the new Republican Executive committee, elected last Tuesday, was held at Republican headquarters yesterday at 2 p. m. to organize for the campaign and for the selection of the standing committees for the coming year. The following officers were chosen:

John M. Smyth, Chairman; J. C. Braden, Secretary; F. L. Wilk, Treasurer.

Committees to consist of not more than five members, except Committee on Finance, and to be selected by the Chairman, will be reported at next meeting on registration, naturalization, meetings and printing, detection and prosecutions of fraud.

The Republican Central committee of the Thirteenth Senatorial District held a meeting yesterday afternoon at Republican headquarters. J. J. Banks was chosen Chairman and S. Drieben, Secretary. The committee decided to hold primaries under the primary election law, July 21, from 1 to 7 p. m., and a convention the same evening at 8:30 o'clock at No. 832 South Halsted street, for the nomination of State Senator and Representatives.

The Ninth Ward Regular Republican club will meet this evening in Schubert's Hall, Loomis and Twelfth streets.

Cleveland and Return $10 Via the Wabash.

Wabash railroad to Detroit and a delightful ride from there on a Detroit and Cleveland Steamship Navigation company's steamer. A fine summer trip. Fare, $10 for round trip. Tickets good going July 9, 10, and 11; good returning till Sept. 15. Ticket office, No. 201 Clark street.

EDUCATIONAL.

RACINE COLLEGE
GRAMMAR SCHOOL.
Pupils board and live in the school.
Steam Heat, Spacious Dormitories,
Best Sanitary Plumbing,
Thorough Care and Instruction,
Rates Reasonable. Term begins Sept. 6.
Fits for College, Technical School, or Business.
Rev. A. PIPER, S. T. D., Warden, Racine, Wis.

St. John's Military Academy,
DELAFIELD, WIS.
(THE AMERICAN RUGBY.)
A high-grade school situated in the beautiful lake region of Southern Wisconsin. New buildings, steam heat, hot and cold water, etc. Rates reasonable. For catalogues, testimonials, etc., address Rev. Sidney T. Smythe, A. M., Warden.

The Kirkland School
38 and 40 Scott-st., Chicago.
Principals, Miss Kirkland and Mrs. Adams. A department for boarding pupils has been added. Term begins Sept. 19. Girls prepared for college.

CULVER ACADEMY
on Lake Maxinkuckee, near Chicago, prepares thoroughly for College, Scientific Schools & Business. Military Drill, extensive athletic grounds and gymnasium. For illustrated circulars address Rev. J. H. McKenzie, Ph.D., Marmont, Ind.

CAYUGA LAKE MILITARY ACADEMY, Aurora, N. Y.
Advantages—A well disciplined school. Experienced Teachers. Location near Cornell University. Term begins Sept. 19, 1894. For illustrated circular, address COL. C. J. WRIGHT, B. S., A. M., or ALFRED K. McALPINE, A. M., } Principals.

MUSIC Illinois Conservatory.
Best instruction in all departments of Musical Study, Fine Arts, Elocution, Languages, etc. Address E. F. BULLARD, A. M., Supt., Jacksonville, Ill.

RIVERVIEW ACADEMY.
59th year. Prepares thoroughly for College, the Government Academies, and Business. U. S. A. officer detailed here by Secretary of War.
BISBEE & AMEN, Principals, Poughkeepsie, N. Y.

SYLVAN DELLS.
A Home School for Young Boys. $300 per year. Fall term opens Sept. 20. Highland Park, Ill.
W. H. RUSSELL, Principal.
P. O. 1629, Oak-av., Evanston.

JACKSONVILLE FEMALE ACADEMY
65th year. Preparatory Collegiate, Music, Art Courses. Fits for Wellesly, Smith, Vassar. Send for Illustrated Catalogue. Address E. F. BULLARD, A. M. Jacksonville, Ill.

THE BROOKLYN HEIGHTS SEMINARY.
Boarding and Day School for Girls. 44th year opens Sept. 27. 138-140 Montague-st., Brooklyn, N. Y.

ST. AGNES SCHOOL FOR GIRLS, ALBANY, N. Y.—Under direction of Bishop Doane. Choice of four courses for graduation. Special studies may be taken or full collegiate course. For catalogue address MISS E. W. BOYD, Principal.

MISS ANABLE'S BOARDING AND DAY SCHOOL FOR YOUNG LADIES. Established in 1848. Opens Sept. 26. 1350 Pine-st., Philadelphia.

TEMPLE GROVE SEMINARY, Saratoga Springs, N. Y. Regular and optional courses for Young Ladies; 10 teachers. CHAS. F. DOWD, Ph.D., Prest.

HOTELS.

NEW HOTEL HOLLAND
(AMERICAN AND EUROPEAN PLAN),
COR. 53D-ST. AND LAKE-AV.
Under progressive management. Modern and strictly first-class in every particular. The best family hotel in suburban Chicago. Cuisine and service unexcelled. Large, cheerful, pleasant rooms, with bath, single or en suite. Ten minutes' ride from the city. Rates cheaper than any house of like character.

"THE ONTARIO,"
ONTARIO AND NORTH STATE-STS.
A first-class hotel, rooms single or en suite, with or without board; convenient to theaters; street cars pass the door; modern improvements; elegantly furnished; reasonable rates.

The Tribune
Edition of the Rand-McNally
Indexed
Atlas of the World
NOW READY.
The following prices are limited to this edition:

Eight parts, complete	$ 8.00
Eight parts, with portfolio	10.00
do bound in cloth, 2 vols	11.50
do half leather, 2 vols	12.50
do full leather, 2 vols	13.50

Postage or express extra.
Samples of any of the parts will be sent to responsible parties for examination. Address or call at Room 9, Tribune Building.

Chicago Interior Decorating Comp'y.
English Ceramic Mosaics. Mantels, Grates, and Tiles. Fine Special Furniture
HIGHEST GRADE OF FIRST-CLASS GOODS.
149 & 150 Michigan-av.
Formerly occupied by the . . . Henry Dibblee Comp'y.

SUMMER RESORTS.
WESTERN.

Phantom Lake Inn,
On Phantom Lake,
86 Miles North of Chicago,
On Wis. Cent. Ry.,
IS THE NEWEST AND PRETTIEST FAMILY RESORT IN THE WEST.
What our guests say: That the situation and surroundings compare favorable with noted European resorts; that the rooms are exquisite; that the cuisine and service is all one can desire; that for a quiet and exclusive place, with every modern convenience, Phantom Lake Inn has few equals. Best of boating, bathing, and fishing. For circulars address PHANTOM LAKE INN, Mukwonago, Wis.

CHICAGO'S NEW SUMMER RESORT.
COOL LAKE BREEZES,
Fine Bathing Beach, Boating, Tennis, Music Every Evening, at
MANHATTAN BEACH
75th-st. and Lake Michigan.
The most attractive summer hotel in the West. Cuisine unexcelled. Only 40 minutes' ride from the Auditorium by Illinois Central South Chicago trains. Prices to suit the times.
CHAS. B. HOLDREGE, Manager, Windsor Park, Chicago.

Kaye's Park Hotel,
Lake Geneva, Wis.
Now open for guests. Chicago's favorite family summer resort. Splendid railroad connections to and from Chicago. The steam yacht "Arthur Kaye," formerly the "Arrow," will run in connection with all trains at Williams' Bay.
Send for illustrated catalogue.
ARTHUR KAYE, Proprietor.

HOTEL BEULAH,
LAKE BEULAH, WIS.,
The Tourists' Paradise,
Wisconsin's most popular resort, opened May 27th for season of 1894. Situated in a picturesque spot on the shores of Lake Beulah, 80 miles from Chicago, on W. C. R. R. Hotel fitted with every modern appliance. Best fishing grounds in the State. Boating and bathing unsurpassed. Donkeys for the children to ride. For terms and other particulars address JOHN PORTER, Prop., Lake Beulah, Wis.

VOYAGES ON THE SUMMER SEAS
Seeking the MOST IDEAL RESORT in the Northwest should visit
THE GRAND HOTEL, Mackinac Island, Mich.
Many improvements have been made the past winter to accommodate the large yearly increased patronage. Music and all appointments strictly first-class. Capacity 1,000 guests.
J. R. HAYES, Proprietor.

KENOSHA, WIS., on Lake Michigan
PENNOYER SANITARIUM.
New, modern building, with elegant accommodations. Home-like attractions added to convenience and luxury of a first-class hotel. Medical treatment, baths, electricity, massage, etc., included, in the price of room. Spacious grounds (75 acres), artesian water, NO MALARIA. For illustrated prospectus address
N. E. PENNOYER, M. D., Manager.

THE LAKESIDE.
A Summer Resort at Brown's Lake.
This quiet and home-like retreat is pleasantly situated on the shore of Brown's Lake, a beautiful body of clear, sparkling water, on the C., M. & St. P. and Wisconsin Central Railroads. For rates address WM. M. MOORE, Burlington, Wis.

HOTEL LIPPINCOTT,
FOX LAKE, ILL.
Accommodations unsurpassed. Elegant drives, beautiful lawns, fine fishing, boats, tackle, minnows and bait always on hand. House and cottages refurnished. Special rate to families and parties for the summer. Table first-class. Purchase round-trip ticket via Wisconsin Central Railway.

NEW TILLMAN PARK HOTEL,
CLEAR LAKE, MILTON JC., WIS.
100 miles from Chicago, on the C. & N. W. Railway. Beautiful scenery, elegant shady groves, fine roads for driving or cycling, boating, bathing, finest of fishing in Clear Lake and Lake Koshkonong, high elevation, always cool, no mosquitoes. Everything first-class; reasonable rates. Address F. A. DENISON, Manager, Milton Jc., Wis.

HOTEL IRVING,
LAKE BLUFF, ILL. NOW OPEN.
The best and cheapest family summer resort on earth. D. S. DAVIS, Manager.
City office—97 Washington-st. Lake Bluff, Ill.

THE ARLINGTON, Petoskey, Michigan.
The leading and fashionable resort of Northern Michigan. Elegant service, fine table, orchestra, bowling alleys, and dancing pavilion. Noted Hay-Fever resort. Rates made to suit the times. H. O. ROSE & CO., Proprietors. S. H. PECK, Managing Partner.

DRAPER HALL,
OCONOMOWOC, WIS.
Open for season of 1894.
Special rates to families. Address
CHAS. B. DRAPER, Prop.

EASTERN.

Spring House Block Island, R. I.
As perfectly recuperative as life on shipboard; pioneer hotel on island; every facility for comfort or entertainment; 20 acres beautiful lawn; good fishing, boating, and driving; excellent bathing; two concerts daily; owns the celebrated mineral springs (which first attracted visitors to the island); circular free. Refer to Mrs. J. G. Chandler, St. Louis, Mo.
B. B. MITCHELL, Prop.

PEQUOT HOUSE AND COTTAGES,
NEW LONDON, CONN.
NOW OPEN. A delightful combination of seashore and country life at The Pequot. Furnished cottages to rent for the season. Send for terms and circulars.
BLANCHARD & HAGER.

BLOCK ISLAND, R. I.
HOTEL MANISSES. Fifteen miles at sea. Delightful climate, superb bathing, fine fishing, daily boats, orchestra and music hall; gas and electric bells. Prices reasonable. O. S. MARDEN.

Wilburton-by-the-Sea,
SPRING LAKE, N. J. Open from June to October.
S. K. LETCHWORTH.

Events of the Week
BOUND IN ONE VOLUME.
The World's Fair
PERIOD.
FROM JULY 3 TO NOV. 5, 1893.
The Cartoons which have appeared on the first page of The Tribune, and which have proved generally popular all over the country, have been published in handsome form by H. R. H., the artist. Printed on fine paper. Reduced in size so as to bring out the fine points.
62 CLEVER CARTOONS.
RETAIL PRICE, 50 CENTS.
NOW OFFERED FOR . .
25 Cents.
WITHOUT COUPONS.
POSTAGE EXTRA, 7 CENTS.
For sale at Room 9, second floor, Tribune Building.

Just Half Price.
"Glimpses of the Fair."
192 HALF TONES,
Bound in one volume. Handsome and convenient
The finest and most complete memento of the World's Columbian Exposition; just the souvenir to preserve for the benefit of the younger generations.
RETAIL PRICE 50 CENTS.
100,000 ALREADY SOLD
Until further notice the stock on hand will be sold for
10 CENTS EACH.
Postage extra, 5 cents.
NO COUPONS.
For sale at Room 9, Second Floor, Tribune Building.

PERISTYLE and PLAISANCE
Parts 3, 4, and 5
Closed Out at Half Price.
The World's Fair in Colors.
This series was printed exclusively for "The Tribune." It includes all the views issued with the Sunday paper during the Fair, and many others. In addition are scores of pen and ink sketches and a valuable history of the Fair.
Nothing like this series has ever been put on the market, each colored plate being lithographed from water color sketches by Charles Graham.
The black and white pictures were sketched by "Tribune" artists, and illustrate nooks and corners of the Fair as no photograph could do.
If you have Parts 1 and 2 get the remaining Parts and complete the set. Any Part Supplied for
5 Cents Without Coupons
For Sale at Room 9, Second Floor, Tribune Building.

HURTS THE FARMER.

LABOR TROUBLES LARGELY RESPONSIBLE FOR LOWER WHEAT PRICES.

Holders Sell Out, Fearing Extension of the Strike—Legitimate Bear News Intensified by the General Tie-Up—Scattered Liquidation and No Support Break the Market 2 Cents—Crop News Indicative of a Good Yield—Cables Lower, but Fair Cash Business.

Speculators could see any number of reasons yesterday why they should sell wheat and few why they should offer any support. A market at no time important so far as magnitude was concerned dragged wearily from the start, and latest prices were the lowest, showing a net loss of about 2c compared with previous closings. The intensity of the labor troubles was a factor throughout, and toward the close of the session the seriousness of it seemed to take a firmer hold on the market than at any time yet and was instrumental in the final break to the lowest prices of the day. The first body blow, however, was the *Price Current* crop summary, known near the opening, which suggested a total crop of winter and spring wheat of 475,000,000 bu, or 70,000,000 bu greater than the government estimate, making the coming year's exportable surplus 160,000,000 bu. These figures were so much above any recent estimates that the immediate effect was one of decided weakness, nor was there much in news subsequently received to any more than check the decline. The cables were at first indifferent and then positively weak, both Liverpool and the Continent showing fractional declines. The advices from the harvest fields were generally bearish, and there was the old complaint about the impossibility of moving old wheat from present burdensome stocks. Export bids were generally 2c and more out of line, although some under grade was eventually sold. In fact a fair cash business was eventually accomplished, which was decidedly in the right direction, and exports over the holidays from Atlantic ports made a good showing, but neither of these bull factors was accorded more than passing attention. There was general but not concentrated selling, and it was largely a case of all-around liquidation on the part of people who feared the extension of the strike. September opened ⅝c lower at 59⅜c, sold off to 58⅝c, and closed nearly 2c lower at 58¼@58⅜c, with July at 56¼c and December 61⅜c. The *Bradstreet* indicating a decrease in stocks at all points covered of 3,000,000 bu for the week was negative, with possibly a slight bearish influence. The week's shipments from Baltic and other ports were only moderate at 3,288,000 bu. Receipts of wheat at primary points were 417,000 bu, covering two days, and shipments 730,000 bu. Exports for the period were equal to 830,000 bu wheat, half of which was in the form of flour. Locally the cash business aggregated about 300,000 bu wheat. The carlot trade was at a standstill, owing to the strike.

Whatever strength there was in corn came at the opening, the price moving up ⅜@⅝c. The factors were the absence of receipts from the country, owing to the freight blockade, and the spurt of strength in July oats, inducing scattered shorts in the corn crowd to cover. On the other hand, there was the continued favorable weather for the growing crop, the Murray estimate suggesting a brilliant outlook, the bearish State bulletins, and the possibility that with a lifting of the embargo on freight traffic a lot of country corn may be released. After selling at 42c September closed about ⅛c lower, at 41⅜@41½c, with July steady at 41½c, having earlier touched 41⅞c. Cables were firm to ¼d higher and the seaboard showed fair strength. Exports were 110,000 bu for two days. Receipts at all primary points were 282,000 bu and shipments 552,000 bu. Naturally the cash market did not amount to much. A cargo was sold and vessel room engaged for the shipment of 40,000 bu, but the carlot business was inactive. No. 2 in store sold at 41⅝@41¾c in a small way and 2,000 bu No. 3 sold to be loaded from store free to teams at 42⅛c. Not a bushel was reported inspected in, with the exception of a small lot by canal.

In oats a few July shorts were anxious to buy and the price advanced early 3c, but business was small. The upturn was caused by temporary meager offerings. This was about the only activity of consequence. The spurt in July was reflected in other near futures, but the advance was lost, closing figures being the same as Monday. Small stocks, with a decrease of 52,400 bu in contract grades, and light receipts were the factors in the early strength, while the later weakness was mainly in sympathy with the decline in wheat. Only four cars are expected for today. July sold sparingly at 37½c up to 40½c, was rapidly offered down and closed at 38c, as Tuesday. September advanced ⅜c, but rested at a former closing figure of 29¼c. Samples of stuff on track and available sold readily at an advance of 3@4c, while other descriptions were practically unsalable, shippers being inactive. On track sales were at 47@50 for No. 3 white and 48@50c for No. 2 do.

The inspection sheet showed no receipts of rye, and the market was virtually lifeless. Futures were not mentioned. No. 2 in store was quotably 46c, and September 48c. In barley no business was reported. There were no receipts. For No. 4 to arrive 48c was bid. Common to choice was nominally 46@52c.

The provision market was chiefly a waiting one in all branches. There were no hogs at the yards and no estimates regarding what will come forward in the immediate future. A few scattered shorts in the speculative market were disposed to cover and the Anglo offered some support to September lard, while White bought a few ribs. The prices were in no instance materially changed. September pork closed steady at $12.60 and lard and ribs 2½c higher, at $6.82½ and $6.52½ respectively. There was a good cash inquiry but little actual business. Cables were firm to 6d@1s higher. Cash sales included 20,000 lbs leaf lard at $7.00, 135,000 lbs short clear sides at $6.90, and 100,000 lbs short ribs at $6.65.

September flax sold to the extent of 5,000 bu, at $1.17½, or ½c lower. This was the only business. Cash was scarcely quotable. Neither buyers nor sellers appeared. No. 1 track was said to be about $1.40, although the majority of traders refused to quote it. No timothy seed was offered. Buying orders were at hand, but the stuff was not wanted unless it could be shipped at once, and that is impossible at present. Prime was quoted at $4.75 and September at $4.20@4.25. Clover-seed was inactive and quotably steady on the basis of $9.10 for prime.

Trade Talk on 'Change.

The adjourned meeting of the Board of Directors brought no visible results. A short session was held yesterday afternoon, but President Raymond said nothing was done beyond discussing the question of arbitrarily declaring "regular" some grain warehouse. Members of the Warehouse and Rules committees were earlier in the day in consultation with Attorney Green, and the tip was given out that some of the directors favor conferring the honor mentioned on the Santa Fé elevator under the management of Lloyd Smith. Many members of the association identified with the receiving interest are more friendly to this system of warehouses than to some of the others which make a specialty of cleaning and mixing grain.

The elevator controversy attracted less attention than did the labor troubles, yet there was no lapse in interest. Some members of the board who were among the 700 voting a month ago to turn down the elevators have weakened, but these, as a rule, seem to be found in the purely speculative trade, and nervous regarding contracts. They want an early adjustment, whereby they may be relieved of present apprehension. Again, some in the cash trade are disposed that way; some of these yesterday had country orders to sell for future account, anticipating the actual delivery, but feared to execute the commissions, owing to the fact that there is no "regular" warehouse in which to put the grain when it arrives. As a rule, however, there is no apparent inclination to retreat from the fight against the public warehousemen.

Looking toward a solution of the whole elevator question a well-known member of the board offers the following: "It is understood the board by its charter cannot own real estate beyond its present building, but there is no reason why its charter should not be enlarged to meet the present emergency by bringing before the Legislature a bill asking for power to own elevator property or bonds in same. I would suggest that the directors and petitioners each appoint a separate committee to investigate the merits of the steel storage talked about, with its pneumatic appliances, with a view to having the board's charter enlarged and the adoption of steel storage bins, if found to be what is claimed for them—the best storage known for grain and seeds. Then the board should take up vigorously cutting of rates by the railroads, which is a most vital question. When railroads are permitted to pool, as they should be, the competition point question will be a thing of the past."

The inspection sheet was simply without precedent. For the first time in the history of the inspection department not a single carload of grain was reported as inspected in. The record showed 2 cars wheat, but this was simply a transfer from one warehouse to another. The inspection covering the previous two days included but 1 car wheat, 5 corn, and 11 oats. The estimate for today is just about as remarkable, including no wheat, 5 cars corn, and 3 cars oats. This indicates the complete stagnation in the grain movement as a direct result of the strike. At the Stock-Yards the early report said not a car of live stock of any description had been received.

A day which promised to be devoid of cash business in wheat turned out much better than expected and sales approximated 300,000 bu. The Weare Commission company sold 150,000 bu No. 3 red winter for export account and 70,000 bu No. 2 spring in broken lots. The latter brought September price and was probably taken for milling account. Seaverns sold 50,000 bu No. 2 spring to an exporter, but this did not necessarily mean immediate shipment across the water. For No. 2 red winter a July price was paid.

The latest feature in the provision trade is the refusal of one of the insurance companies to cover provisions in some of the warehouses at the Stock-Yards, owing to the grave position there. They say the hazard is too great so long as the strikers assume such a threatening attitude. Packers report good orders for cured meats for shipment, but would-be buyers insist upon assurances of prompt shipments. This is impossible, hence the trade is much disturbed.

In response to an inquiry for a summary on the foreign wheat situation a New York house wired Adams-Samuel: "Latest mail advices say prospects for an average but not a large crop in Russia; no damage done in France. The future will turn entirely on the weather. If France has to import much and compete with the United Kingdom there will be a lively advance. But if France raises a full crop think prices will not alter much."

Speculators show a little more interest in May corn and are venturesome enough to sell it short a fraction above 37c. They base their operations on the fine outlook for the growing crop, and argue that present small stocks are not enough of a bullish factor to affect the new crop delivery. Sales yesterday were at 37⅜c down to 37⅛c.

Bartlett-Frazier's private cables indicated weakness abroad both at Berlin and Liverpool with wheat depressed, partly because of the weather conditions. Bids from Glasgow for spring wheat were about 2¼c per bu out of line.

Puts on September wheat sold at 57⅞c down to 57½c and calls at 58⅜@59⅝c and were finally 59c. Puts on September corn sold at 41⅛@41⅜c and calls at 41⅝@41⅞c.

Estimated receipts for today: Wheat, none; corn, 5 cars; oats, 3 cars.

PRICES ON 'CHANGE.

The following table shows the range of prices on grain and provisions:

	Closed Monday.	Range yesterday.	Closed yesterday.
WHEAT.			
July	$58 @	$56⅛@ 57⅛	$....@ 56¼
Sept	60½@	58⅝@ 59⅝	58¼@ 58⅜
Dec	63⅜@ 63½	61⅜@ 62⅝	....@ 61⅜
CORN.			
July	$41⅛@	$41⅛@ 41⅞	$....@ 41½
Sept	41⅜@	41⅜@ 42	41⅜@ 41½
OATS.			
July	$37½@	$37½@ 40½	$....@ 38
Aug	30⅛@	30 @ 30⅛	....@ 30
Sept	29¼@	29¼@ 30	....@ 29¼
MESS PORK.			
July	$12.47½@	$12.42½@12.55	$....@12.42½
Sept	12.60 @	12.57½@12.67½	....@12.60
LARD—PER 100 LBS.			
July	$6.70 @	$6.72½@ 6.75	$....@ 6.72½
Sept	6.80 @	6.80 @ 6.85	....@ 6.82½
RIBS—BOXED 25 CENTS MORE THAN LOOSE.			
July	$6.45 @	$6.47½@ 6.50	$....@ 6.50
Sept	6.50 @	6.50 @ 6.57½	....@ 6.52½

GRAIN INSPECTION.

The following grain was inspected as received in this city Monday and Tuesday by carloads:

	Contra't grades.	No. 3	Low grades.	Tot'l.
Winter wheat	2	....	....	2
Spring wheat	....	....	....	....
Corn	....	....	....	....
Oats	....	....	....	....
Rye	....	....	....	....
Barley	....	....	....	....
Totals	2	....	....	2

Inspected out: 203,732 bu corn, and 1,083 bu oats, and 150 bu rye. The receipts to be announced today are expected to include no wheat, 5 cars corn, 3 cars oats.

The following shows the receipts and shipments of the articles named for 72 hours ending at 6 o'clock Tuesay evening and the corresponding day a year ago:

ARTICLES.	RECEIPTS. 1894.	RECEIPTS. 1893.	SHIPMENTS. 1894.	SHIPMENTS. 1893.
Flour, brls	2,123	37,380	13,619	37,529
Wheat, bu	28,562	267,066	51,241	444,753
Corn, bu	106,050	1,484,299	455,164	1,162,672
Oats, bu	74,120	874,645	172,455	1,064,439
Rye, bu	2,660	6,550	565	3,024
Barley, bu	700	11,766	1,252	3,197
T. Seed, lbs	....	....	63,152	67,491
C. Seed, lbs	....	....	....	8,696
Oth. S'd, lbs	23,466	54,000	4,170	145,030
F. Seed, bu	3,250	16,480	536	32,502
B. Corn, lbs	....	....	17,945	63,455
Cheese, lbs	217,025	803,223	226,680	778,944
Butter, lbs	657,968	2,299,029	508,275	2,802,875
Hides, lbs	236,410	398,725	496,008	1,290,060
Wool, lbs	257,226	761,020	457,164	865,242

The following table shows the exports for the week ending on the dates named:

	June 30, 1894.	June 23, 1894.	July 1, 1893.
Flour, brls	267,000	221,000	258,000
Wheat, bu	718,000	870,000	2,598,000
Corn, bu	694,000	575,000	886,000
Oats, bu	31,000	15,000	231,000
Pork, brls	4,960	2,620	4,569
Lard, lbs	11,020,500	11,991,200	6,850,000
Bacon, boxes	26,760	15,912	*8,566,000

*Pounds.

The following were reported on passage to the United Kingdom on the dates named:

	June 30, 1894.	June 23, 1894.	July 1, 1893.
Wheat, flour, qrs	3,260,000	3,320,000	3,600,000
Corn, qrs	560,000	530,000	530,000
And to the Continent—			
Wheat, qrs	1,230,000	1,240,000	1,690,000
Corn, qrs	200,000	230,000	510,000

The following table shows the weekly imports of flour, wheat, and corn into the United Kingdom on the dates named:

	Week ending June 30, 1894.	Week ending June 23, 1894.	Week ending July 1, 1893.
Flour, brls	275,000	124,000	215,000
Wheat, qrs	255,000	510,000	543,000
Corn, qrs	293,000	299,000	152,000

In lake freights little grain was offered, and this was taken at 1c for wheat and corn to Buffalo. Charters were made for 120,000 bu wheat and 40,000 bu corn.

OTHER FARM PRODUCE.

The Railway Blockade Still Embarrasses Trade—Potatoes Scarce and Higher.

While the roads were somewhat more disposed to take stuff for shipment the situation showed little improvement, and excepting a fair local business South Water street was dull. Receipts of potatoes were small, and some firms were not permitted by the strikers to unload what did get in. Prices moved up 10@25c per brl. Large quantities of berries came in and sold cheap. Three cars of cucumbers, delayed for several days in transit, were on sale.

Sales of butter reported to the Produce Exchange included: Creameries—14 and 15 tubs extras at 17½c; 20, 15, and 12 tubs at 17c; 23, 38, and 28 tubs at 16½c; 56, 23, and 50 tubs at 16c; 88 tubs seconds at 15½c; 35 tubs thirds at 14c; 30 tubs do at 13c; 48 and 33 tubs do at 12c. Dairies—47 tubs seconds at 11½c; 100 tubs, mostly seconds, at 11c. Packing stock—150 tubs at 10½c.

The following quotations are for round lots of merchantable quality and usually from first hands:

BUTTER—Creamery: Extra, separator, 17c; firsts, 16@16½c; good to choice, 14½@15½c; ladles, 12@12½c. Dairies: Fancy (Cooley's), 14½c; firsts, 13c; seconds, 11@11½c; packing stock, 10½@11c.

BUTTERINE—Extra fancy creamery, 15c per lb; fancy creamery, 14c; best dairy grades, 11c; roll and small pails, ½c additional.

CHEESE—New makes—Finest full cream cheddars, 8c per lb; twins, 7¾@8c; Young Americas, 8c; slightly skimmed, 6½@7½c; Swiss cheese, 10@12½c; brick cheese, 9@10c.

COOPERAGE—Pork barrels, 80c; lard tierces, $1.00@1.02½.

DRIED FRUITS—Peaches, 14c; blackberries, 7@8c; raspberries, 18c. California dried fruits—Raisins, 90c@$1.40 per box; loose, 3¼@4¼c per lb; prunes, 4⅜@8¾c, according to size; apricots, 13@15c.

EGGS—Fresh candled stock, 11½c per doz.

GREEN FRUITS—Bananas, select, $1.50@1.75 per bunch; common to choice, 50@75c; lemons, $3.50@6.00 per box; strawberries, Michigan and Wisconsin, $1.00@2.00 per 16-qt case; blackberries, $2.00@2.75 per 24-qt case; gooseberries, 90c @$1.15 per 16-qt case; red raspberries, $1.75@2.00 per 24-pt case; cherries, 90c@$1.25 per 16-qt case. California fruits—Oranges, Mediterranean sweets, $3.50@4.00; cherries, 50@75c per 10-lb box; peaches, 75c@$1.00 per box; pineapples, $5.00@5.50 per crate; apricots, 70@80c per 20-lb box; apples (new), 25@60c per ⅓-bu box; plums, $1.00@1.25 per box; watermelons, $20.00@25.00 per hundred.

HAY—Was exceedingly dull on account of the railway tie-up. Prices were nominal and no sales reported. Receipts were 178 tons; shipments, 102 tons.

HIDES—No. 1 green salted, 3¼c per lb; No. 2 do, 2½c; No. 1 calfskins, 6½c; No. 2 do, 4½c; No. 1 country tallow, 4¾@5c per lb; No. 2 do, 4½c.

POULTRY—Live hens, 9c per lb; springs, 15@16c; roosters, 4½c; turkeys, 6@8c; ducks, 7@7½c; spring ducks, 10@12c; geese, full feathered, $3.00 per doz; dressed hens, 8½@9c; springs, 15@16c.

POTATOES—Tennessee, $2.50@2.75 per brl; Ohio, 80@90c per bu; triumphs, $2.40@2.60 per brl.

VEGETABLES—Cabbage, Cairo crates, 50@75c; St. Louis, $1.00@1.25; home-grown, $1.75@2.00; beets, 20c per doz; cucumbers, home-grown, 25@30c per doz; Louisiana, $1.00 per brl; parsley, 15c per doz; watercress, 25c; celery, Michigan, 20@25c per doz; radishes, 20c per doz; lettuce, 25c per doz; green peas, $1.75 per sack; string beans, green and wax, $1.00@1.25 per bu; asparagus, fancy, 50@75c per doz; tomatoes, Illinois, $1.25@1.50; cauliflower, fancy, 75c per doz; pie plant, 25c per doz; onions, New Orleans, $1.75@2.00 per sack; Illinois, $2.25@2.75 per brl.

WHISKY—Steady on the basis of $1.20.

PRICES OF WHEAT DECLINING.

Slight Falling Off, with Moderate Demand—In Other Staples.

NEW YORK, July 5.—[Special.]—GRAIN—Wheat—There was a limited inquiry from shippers at slightly lower prices. Sales for export 40,000 bu, including No. 2 red winter at 1¼c under September f. o. b. afloat and No. 2 hard Kansas at 2¼c under September f. o. b. afloat. After 1 p. m. wheat was moderately active, prices slowly sagging downwards as the day advanced, until the last half hour of the session, when under a freer selling prices declined quickly ⅛c, September to 62c, and then more sharply to 61 11-16c. There was a feeble rally to 61⅞c, at which price the market closed barely steady. Corn—The spot market was steady. The sales included 16,000 bu No. 2 mixed for export at 46½c delivered and 12,000 bu local at 46c in elevator. Oats—The spot market was firm. No. 2 mixed sold at 50½c; for No. 2 white 52c was bid. Rye nominal. Official sales:

Months.	Open.	High.	Low.	Closing.	Last night.
WHEAT.					
July	60 5-16	60 5-16	59¾	59⅞	60⅞
August	61¼	61⅜	60½	60⅝	62⅛
September	62⅝	63⅜	61 11-16	61⅞	62½
December	66½	66 5-16	65½	65¾	66⅝
CORN.					
July	46	46	45⅝	45¾	45⅝
August	46⅜	46⅜	46⅛	46¼	46⅛
September	47	47	46⅜	46⅜	46⅛
OATS.					
July	46	46⅛	45⅜	45⅜	46
August	35⅛	35⅛	34⅝	34⅝	35⅛
September	33⅜	33⅜	33	33	35⅛

BUTTER—Best, 17½@18½c.

CHEESE—Large fancy, 8¼@8⅜c.

EGGS—Scarce, 12½@13c.

SUGARS—Raws were quiet at about former rates. Centrifugal, 96 test, quoted at 3⅛c; molasses sugar, 89 test, at 2 7-16c; and muscovado, 89 test, at 2 11-16c. Refined was very quiet, but steady, on the basis of 4 1-16@4⅛c for granulated.

COTTON—Future delivery market opened 2 points higher, declined 5 to 6 points, and closed barely steady at 7 to 9 points decline from Tuesday's final figures. Receipts at the ports today were 1,319 bales; this day last year, 6,015 bales. The spot market was quiet at 1-16c decline. Middling uplands quoted at 7¼c and do Gulf at 7½c. Sales, 728 bales for consumption, nil bales for export and 400 on contract. Middling uplands, 3 5-16d; sales, 10,000 bales. Future deliveries advanced 3-64d and closed steady. This morning the spot market was 1-16d higher, with a fair business doing. Middling uplands, 4d. Sales, 10,000 bales. Future deliveries were quiet at partially 1-64d advance on yesterday's values. At intermediate decline of 1-64d was subsequently advised, followed by an additional loss of partially 1-64d on some positions, closing barely steady. Today's sales:

Months.	Sales.	High.	Low.	Closing.
July	500	7.09	7.03	6.98@6.99
August	23,300	7.13	7.03	7.03@7.04
September	8,100	7.15	7.05	7.05@7.06
October	12,200	7.21	7.11	7.11@7.12
November	4,100	7.28	7.18	7.18@7.19
December	12,200	7.36	7.25	7.24@7.25
January	1,100	7.42	7.32	7.30@7.31
February	....	....	....	7.36@7.37
March	200	7.50	7.49	7.42@7.44

COTTONSEED OIL—Dull; nominal; prime crude 29c; off crude, 25@28c; yellow butter grades, 35c; choice yellow, 34c; prime summer yellow, 32½@33c; off yellow, 31½@32c; prime summer white, 36@37c.

OCEAN GRAIN FREIGHTS—Dull, seriously affected by the strike. Engagements to London, one load at 2d; Antwerp, two loads at 2¼d; Rotterdam, one load at 5½c.

Minneapolis, Minn., July 5.—WHEAT—The demand for wheat was in no wise active today neither for future nor for cash wheat. Most of the mills are closed, being unable to get grain to them or flour from them. Receipts were 122,760 bu; shipments, 4,970 bu. The arrivals were difficult to be handled either by millers or shippers. The result was that the demand for this class of property was less than usual, still the prices of track wheat did not fall relatively so low as futures. Futures closed ¼@½c higher than Monday, while cash wheat was only 1c lower and for the month ½c lower. Weak cables and lower and better crop reports where the wheat is growing and larger yields than expected where the wheat is being thrashed, were the leading causes of the decline. Business was at no time active and nearly all the day was dull. All were sellers and no buyers. Outside operators did a little, but transactions were mainly of a scalping character. The market closed—July, 59c; September, 56⅞@57; December, 58@58⅛c. On track—No. 1 hard, 61¾c; No. 1 Northern, 60¾c; No. 2 Northern, 59¼c. The flour market was very dull with the production estimated at about 10,000 brls for the twenty-four hours. Shipments were 33,185 brls. Prices ranged from $3.30@3.50 for patents; $2.00@2.30 for bakers.

St. Louis, Mo., July 5.—GRAIN—Wheat was raided down ⅞c early, rallied ⅛c, declined again, and closed 1½@2c off. No. 2 red, cash, 55⅞c; July, 54⅝c; August, 53¼c; September, 54¼@54⅝c. Corn—Was strong early, but wheat's heaviness ultimately caused a loss of ¼@⅜c from Monday's prices; No. 2 mixed, cash, 40½c; July, 39½c; September, 38⅝@39c. Oats—Firm early, weak later; No. 2 cash, 45c; July, 34c; August, 28⅛c; September, 28⅛c. Rye—No. 2, this side, 53½c. Barley—No trading. Receipts—Wheat, 64,000 bu; corn, 69,000 bu; oats, 34,000 bu. Shipments—Wheat, 10,000 bu; corn, 54,000 bu; oats, 2,000 bu.

Baltimore, Md., July 5.—GRAIN—Wheat quiet and easy; spot, 58⅛c; August, 58⅜@59c; September, 60⅛c; steamer No. 2 red, 54½@54⅝c. Receipts, 47,299 bu; stock, 434,516 bu; sales, 93,000 bu; milling wheat by sample, 59@60c. Corn dull; spot, 48½c; month, 45¾c asked. Receipts, 5,024 bu; stock, 150,393 bu; sales, 2,000 bu. Southern corn by sample, 52@53c; do on grade, 52c asked. Oats strong and higher; No. 2 white Western, 51@52c; No. 2 mixed do, 49½@50c. Receipts, 2,451 bu; stock, 74,649 bu. Rye dull; No. 2, 55@56c. Receipts, 200 bu; stock, 2,488 bu. Grain freights quiet; demand slow.

Duluth, Minn., July 5.—GRAIN—Close: wheat, lower; No. 1 hard, cash and July, 62½c; No. 1 Northern, cash and July, 61c; September, 59c; December, 60½c; No. 2 Northern, cash, 58c; No. 3, 52c; rejected, 49c. To arrive—No. 1 Northern, 61½c. Rye, 45c. Car inspection for 3 days—Wheat, 130; oats, 4. Receipts—Wheat, 60,440 bu. Shipments—Wheat, 328,000 bu.

Toledo, O., July 5.—GRAIN—Wheat lower, weak; No. 2 cash and July, 56c; August, 57c; September, 58c; December, 61½c. Corn steady; No. 2, cash, 43c; No. 2 yellow, 44c. Oats quiet; No. 2 mixed, 41c; No. 2 white, 43c. Rye dull; cash, 51c bid. CLOVER SEED—Dull, lower; prime October, $4.90. Receipts—Wheat, 66,000 bu; corn, 2,000 bu; oats, 500 bu. Shipments—Wheat, 301,500 bu; oats, 1,000 bu.

Peoria, Ill., July 5.—GRAIN—Corn—Quiet, easy; No. 2, 41c; No. 3, 40½c. Oats—Active, higher; No. 2 white, 44½@45c; No. 3 white, 43½@45c. Rye—Firm; No. 2, 54@56c. WHISKY—Firm; highwine basis, $1.18. Receipts—Corn, 42,250 bu; oats, 5,800 bu; barley, 42,000 bu. Shipments—Corn, 24,050 bu; oats, 44,800 bu; barley, 700 bu.

Buffalo, N. Y., July 5.—GRAIN—Wheat—Dull; No. 2 red, 59½c; No. 3 red, 57½c; No. 1 white, 62½c. Corn—Fair demand, small arrivals; No. 2 yellow, 48c; No. 3 yellow, 47½c; No. 2 corn, 47c; No. 3 corn, 46½c. Oats—Good demand, small arrivals; No. 2 white, 50c; No. 3 white, 48½c; No. 2 mixed, 47c.

Kansas City, Mo., July 5.—GRAIN—Wheat—Dull; No. 2 hard, 48@48½c; No. 2 red, 48@49c; No. 3 red, 46@48c. Corn—Half cent higher; No. 2 mixed, 36½@36¾c; No. 2 white, 40@40½c. Oats—One to two cents higher; No. 2 mixed, 32@33c; No. 2 white, 35c. Receipts, none; shipments, none.

Wilmington, N. C., July 5.—RESIN—Dull; strained, 92½c; good, 97½c. Tar—Firm, $1.30. Turpentine—Steady; hard, $1; soft, $1.70; virgin, $2.25.

ALL GRAIN QUIET IN LIVERPOOL.

Prices of Cereals and Provisions on the Exchanges Abroad.

Liverpool, July 4.—GRAIN—Wheat—Quiet; demand moderate; holders offer moderately; No. 1 California, 4s 11½d@5s ½d; red Western spring, 4s 11½d@5s ½d; do winter, 4s 7½d@4s 8½d. Corn—Quiet; demand fair; new mixed spot, 3s 9¼d. California brewing barley, 23s 6d @25s 6d. Flour—Spring patent, 5s 9d. PROVISIONS—Beef—Extra India mess, 68s 9d. Pork—Prime mess, 66s 3d. Butter—Finest new, 70s; good, nominal. Bacon—Long and short clear, 55 lbs, 35s 6d; long clear, 45 lbs, 36s. Lard—Prime Western, 35s. Cheese—American finest, new, 44s 9d.

TRUST GIVES WHISKY A 2-CENT BOOST.

Likelihood of Another Increase in the Price—Greenhut Talks.

The price of whisky will advance two cents a gallon this morning. Yesterday the directors of the trust met at the Grand Pacific and ordered the advance. Last Saturday the price was advanced three cents a gallon, making the advance in less than a week five cents, running the price from $1.15 to $1.20. It is probable the price will go higher yet. The tariff bill raises the tax on whisky from 90 cents to $1.10. The Board of Directors yesterday ordered President Greenhut to purchase stamps at the present rate of taxation to stamp all of the spirits in bond.

"How many thousand barrels have you in bond?" was asked of President Greenhut.

"More than we care to talk about," he replied. "We are not anxious that those outside of the trust know how much we have, else our profits could be easily figured. There is a strong and active speculation in whisky now that the bill has passed the Senate, and we are being flooded with orders. If the bill passes the House there would be left the speculators a margin of 15 cents a gallon with today's increase in the price.

MUSIC TEACHERS NAME OFFICERS.

Members Hear Report of Nominating Committee and Interesting Essays.

NEW YORK, July 5.—[Special.]—In the music teachers' national convention today the following were reported by the Committee on Nominations for 1895: President, Albert A. Stanley, Ann Arbor, Mich.; Secretary, H. S. Perkins, Chicago; Treasurer, A. M. Forester, Pittsburg, Pa.; Executive committee, A. Waldauer and E. R. Kroeger, St. Louis, and J. F. Von der Heide, New York; Permanent committee, Joseph Otten of St. Louis, Mo., A. Hyllested of Chicago, and A. J. Gantvoort of Cincinnati; Committee on American Compositions, R. Bonner, Rhode Island, J. A. Bockhaven, Ohio; and Emil Liebling, Illinois. Carlton C. Mitchell of Boston read an essay on "The Modern Organ" and gave illustrations. A quartet for strings was illustrated by the Detroit Philharmonic club. An essay on "Pianoforte Touch" was presented by B. J. Lang of Boston. This afternoon the delegates made an excursion to Saratoga Lake. This evening the Detroit Philharmonic club, assisted by Mrs. Ida Norton, gave a musical recital with selections from Beethoven, Rubenstein, Mendelssohn, Hahn, Paderewski, Beach, and Smetana.

Toronto and Return $12.45.

On account of the great Baptist convention the Wabash road will sell tickets July 17, 18, and 19, Chicago to Toronto and return, at $12.45. Tickets good returning until Sept. 15.

MARKETS KEEP FIRM.

LABOR SITUATION CAUSES LITTLE ALARM IN FINANCIAL CIRCLES.

Interest Disbursements for July Show Sharp Decrease, but Dividend Payments Increase—Elevated Railroad Combination Plans—Lake Street Declines—West Side Advances—Firm Sterling Rates, but No Gold Engagements for Export.

The strength of the markets in the face of the disturbed labor situation is rather surprising. Serious as the labor situation is it seems to cause but little fear in financial circles generally. It certainly adds another depressing factor to the business situation, but a pretty general impression seems to be that things are now at about the worst that is possible, and when any change does come it will be for the better.

The money situation remains about as it was before we started in the new half year. Borrowers of the right kind are scarce. The supply of commercial paper of an acceptable sort is far below the demand, and there is no immediate prospect of an improvement in the demand from manufacturers particularly. It is natural that the manufacturing interests should look with the most concern on the disturbed labor situation. With labor organizations governed with so little intelligence as has been shown in the present railroad strike they feel that they can count with security on nothing that has to do with the employment of labor. Capital will for a long time be exceedingly slow to engage in new enterprises which will result eventually in putting the investment more or less largely in the control of labor organizations. It is perhaps just that fact that is keeping the market for bonds and for other securities not largely affected by the labor situation so firm. Municipal bonds have been coming more and more steadily into favor, for their security cannot be injured by the will of walking delegates.

It is a remarkable fact that while July disbursements in the way of interest on bonds show a decided falling off as compared with recent years the dividends on stock are larger than ever before. The interest on bonds shows a decrease of about $10,000,000, while dividends on stocks are $1,500,000 larger than last year, and nearly $2,000,000 larger than the year before. The explanation of this apparently curious condition is that interest paid on bonds shows a decrease because of the great number of railroads in the hands of receivers. The total dividends paid on stock, however, is not much affected by that because the stock of those companies had not been paying a dividend for some time, if ever. The following table shows the estimate of disbursements to be made in July:

	1894.	1893.	1892.
Bonds	$2,444,646,810	$2,845,593,659	$2,342,391,203
Interest	50,268,453	60,521,410	60,747,358
Stocks	869,636,332	836,800,021	825,660,947
Dividn'ds	19,884,376	18,384,023	17,989,625
Total disbur'mts	70,152,829	78,905,433	78,206,983

While all the details of the Lake Street transfer were arranged last Tuesday the actual exchange of stock for certificates did not take place until 11 o'clock yesterday morning. The purchasers acquired $5,100,000 of the stock. There is naturally much speculation as to the next move in the elevated deal, but whatever statements are to be heard are speculation and nothing more. As an actual fact none of the details of the combination that is to be made have yet been worked out, and there is no one in a position to say just what is going to be done. It is a fact that there is now a perfect harmony of interests in the control of the Lake Street, Northwestern, and Alley Elevated roads, and the North Side and West Side surface lines. But further than the bringing about of that harmony of interest nothing has as yet been done; nor, indeed, have the plans for doing anything been matured. Some plan for a down-town terminal for these three roads will certainly be worked out. But the people who have the task on hand feel that it is a matter of such great and lasting importance that they will move slowly in it and take every precaution against making a false step.

Whether or not the Metropolitan will be actually shut out from this loop is still a debatable question. The people who are heavily interested in the combination hesitate about taking an attitude which will put them before the people in the light of organizing to injure another company or to prevent it securing such terminal facilities as will be for the best interests of the people generally. There is also another point that has set them to thinking some. It is declared that, as all these elevated companies are organized under the general railroad incorporation act, the Metropolitan can force its right of entry to any loop that may be built, just as one railroad company can compel another to accept and promptly handle its traffic.

The market for Lake Street stock fell off sharply yesterday and indicated that traders hesitated about playing a game that is now completely in the hands of the insiders. It is not easy to say what the future of the stock may be, but it is certain that any purchaser of the stock now puts himself in a helpless minority and that the interests of the controlling majority are much diversified and by no means certain to be always the interest of the stockholders at large. Alley stock was firmer and it was generally agreed that a combination with other strong interests will probably work out to the benefit of that company. No progress has been made in the negotiations for the sale of the National Elgin Watch Factory to English interests. It has been reported that $2,000,000 had been paid down in the deal, but President Avery said yesterday that he had seen none of the money and that as a matter of fact nothing at all has been done.

West Side stock after a weak opening showed much strength and advanced from 135¾ to 137⅞. There was strong buying and a more or less general feeling that the purchase of the Lake Street Elevated and the formation of such a strong combination as that purchase is a part of must be regarded as favorable to the stock of the surface company. There are still doubters, however, who fail to see how the combination is going to increase traffic and who, judging by the record the Lake Street company has made in failing to earn the interest on its bonds, think that the purchase of a controlling interest for $1,000,000 is an expensive way of silencing competition.

The price of whisky was advanced 2c yesterday, bringing it up to $1.20.

The sterling market was firm, but there were no gold engagements. New York exchange shows a rather weaker tendency. Quotations were 60@70c premium.

The market was uninteresting at the Stock Exchange, there being no life outside of a small amount of trading in Lake Street and West Side stock. Sales were as follows:

SALES FIRST CALL—10:30 A. M.

20 Am Straw B Co.. 28½ | 10 C U Tel Co...... 44

BONDS.

$1000 C C Ry 5 20 4½s 101½ | $ 200 Chi B of T 5s. 101¼

SALES BETWEEN CALLS.

10 C & S S R T Co	14½	50 Lake St "L" acct	16¼
100 do acct	14½	350 do act	16⅜
26 C P & P Co	50	20 do	16⅜
50 N Y B Co	46½	20 do	16⅜
100 Lake St "L" act	17⅛	50 do acct	16⅜
2½ do	16½	150 do acct	16⅜
50 do act	17⅛	50 do acct	16⅜
100 do act	17⅛	250 W Chi St R R acct	135⅜
10 do	17	100 do acct	135⅞
100 do act	17⅛	200 do	136
50 do act	16⅜	50 do acct	136⅛
50 do act	16⅜	50 do acct	136⅛
50 do act	16⅜	100 do acct	137

BONDS.

$300 Chicago Board of Trade 5s.......101½

SALES SECOND CALL—2 P. M.

250 L St El R R act	16⅛	200 do act	16½
50 do act	16⅜		

BONDS.

$1000 Chi City Ry. 5 20 4½s.......101¼

SALES AFTER CALLS.

350 Lake St El RR act	16⅛	50 W Chi St R R act	137⅜
50 do acct	16⅜	50 do act	138
50 do act	17⅛	50 do act	137⅞
150 do act	17⅛	50 No Chi St RR Co	241⅜
25 do	17	20 do	242
10 W Chi St RR	137⅛	15 Street's W C L	15
250 do act	137⅛	200 C & S S R T Co act	15
50 do act	137⅛	50 Cal & C C & D act	56

BONDS.

$5000 Chi Gas L & Coke Co 5s........ 86⅛

Clearings at the principal cities of the United States yesterday and a week ago were:

	July 5.	June 28.
New York	$110,298,003	$66,780,280
Boston	16,756,839	11,626,949
Chicago	16,975,000	15,212,000
Philadelphia	12,161,895	8,193,161
St. Louis	4,785,198	2,944,717
Baltimore	3,239,444	1,640,809
New Orleans	1,183,012	1,092,602

New York exchange was quoted as follows yesterday: Chicago, 60@70 cents premium; St. Louis, 85 cents premium.

BETTER FEELING ON STOCK MARKET.

Improved Conditions on Passage of Tariff Bill and Waning of the Strike.

NEW YORK, July 5.—[Special.]—There was an improved feeling in financial circles today, as bankers generally were disposed to take a more encouraging view of the situation. The passage by the Senate of the tariff bill was looked upon as an important step in the settlement of this disturbing question. The change for the better in the condition of affairs at the West led to a belief in some quarters that the strike was nearing an end. This view was shared in by London, the cables from that center reporting increased confidence in American securities, with more disposition to buy. The foreign market ran above our closing quotations of Tuesday, and buying orders were received for about 5,000 shares of various stocks, including St. Paul, Northern Pacific preferred, Louisville and Nashville, Atchison, and Ontario and Western. The influence of these factors was felt on the stock exchange chiefly in the railways, and of these the grangers and Southern properties were the favorites.

Richmond Terminal was more prominent than of late and ranked next to St. Paul in volume of business. Several large buying orders were executed, and these apparently emanated from some leading firms interested in the property. During the afternoon the market became extremely dull and there was a reaction of ⅛ to ½ from the best quotations, which left the net changes for the day slight. Atchison was firm. The reorganization will hold no meeting until Mr. Hayes returns. He is not expected this week. Neither is Mr. Little's report. Meantime it is not thought that anything will be done. Baring, Magoun & Co. are paying interest on the Atchison equipment trust fives, which is the only Atchison interest paid this month.

The industrial stocks were generally weaker, except for Chicago Gas, which was firm and advanced ⅜, with a reaction of ⅛. American Sugar Refining was sold steadily, presumably for one of a bull operators. Selling orders were received from Washington, based upon reports that the sugar schedule was likely to meet with much opposition from Mr. Wilson and other members of the House. The price declined 2⅞ and the stock was quite active. There was a pressure to sell United States Cordage, which resulted in a decline of a point. Distilling went off ⅛ and advanced ⅛. National Lead and American Tobacco were steady on slight changes. General Electric was dull and ⅛ lower. Louisville was in good demand in the loan crowd, landing at 1-64 premium, and some of the operators that have been prominent in advancing several of the industrials were active in the stock. Their associates said that their purchases were made on a belief that the earnings will improve because business conditions in the South have changed for the better. London, however, were also buyers and some of the arbitrage brokers said that the London purchases were on information that gross and net earnings were increasing.

The advance in St. Paul was about equally due to buying in London, purchases by local interest through one commission-house, and efforts to cover shorts. Brokers active in the trading said that the bears were disappointed over the fact that the earnings for the fourth week of June, a nine day week, had decreased only $104,000, while preceding weeks, including only seven days, had shown far heavier decreases. The brokers generally working for pool interests in sugar were prominent sellers of the certificates today, and their selling caused several stop orders to be reached. This selling was generally attributed to the dispatches from Washington to the effect that strong efforts will be made to strike out the protective features of the sugar schedule.

In sugar circles it was thought that inside pressure was being kept on the stock to prevent any upward movement until after the tariff bill leaves the conference committee. Efforts are being made by some Reading people to revive the plan for funding or buying general mortgage coupons and levying assessments on the stocks and junior bonds. It is stated that some definite announcement in this direction may be made next week.

Money on call easy at 1 per cent, last loan 1c, closd 1 per cent. Prime mercantile paper, 2¾@4½ per cent. Sterling exchange steady, with actual business in bankers' bills at 488⅜ for demand and at 487⅛ for 60 days; posted rates, 488@489½; commercial bills, 486¼@486½; silver certificates, 64@65. The total sales of stocks today were 106,865 shares.

SALES AND QUOTATIONS ON N. Y. STOCK EXCHANGE.

Description.	Sales.	High.	Low.	Closing—July 5	Closing—July 3
Atchison	2,700	5½	5⅜	5½	5¼
American Cot. Oil	100	27	27	27	....
American Sugar	46,800	100	97⅛	97⅛	100⅜
Do pfd	23	92	91	92	....
Amn. Tobacco	700	87¾	87¼	87¼	87½
Do pfd	32	104¼	102½	102½	....
Amer. Express	50	109¼	109¼	109¼	....
Balt. & Ohio	700	72½	71	72	....
C. & A.	76	142	142	142	....
C. B. & Q.	4,200	77⅛	76¼	76⅜	76½
C. & N. W.	300	105	105	105	104½
C. M. & St. P	16,600	60⅜	60	60⅛	59⅝
C. R. I. & P.	1,700	67⅜	67⅛	67⅜	67½
C. St. P. M. & O	200	35½	35½	35½	....
Do pfd	203	116	115	116	....
Ches. & Ohio	200	16⅜	16¼	16⅜	....
C., C., C. & St. L.	500	37¼	37	37¼	....
Cent. R. R. of N. J.	100	107	107	107	....
Chicago Gas	5,100	79⅜	79⅛	79⅛	79
Del. & Hud	300	129½	129¼	129⅜	129¼
Den. & Rio G.	35	26⅜	26⅜	26⅜	....
Do pfd	100	26⅜	26⅜	26⅜	26½
Dist. & C. F. Co.	2,100	24	23⅞	24	23⅞
D. & H. rights	1,289	4⅜	4⅛	4⅛	....
E. & T. H. 2ds	10	9½	9½	9½	....
Edison	2	97½	97½	97½	....
Genl. Electric	500	36¾	36	36⅜	36¼
G. B. W. & St. P	200	4⅜	4⅜	4⅜	....
L. I. Traction	1,100	14	13⅞	14	....
Lake Shore	300	129	128½	129	129
Louis. & Nash	2,600	45⅛	44⅞	45	44½
Long Island	275	89	88	89	....
L. N. A. & C. pfd	15	20	20	20	....
Mich. Cent	100	90⅛	90⅛	90⅛	....
M., K. & T	100	12⅜	12⅜	12⅜	....
Do pfd	100	20	20	20	....
Manhattan	300	115	115	115	....
Mo. Pac	2,300	26⅜	26⅛	26½	26¼
Minn. & St. L	200	25¼	25	25	....
Morris & Essex	110	154	154	154	....
Nor. Pac. pfd	500	14⅜	13⅞	14⅛	14⅜
N. Y. L. E. & W	300	14⅛	14	14⅛	14
Do pfd	100	27⅛	27⅛	27⅛	29
N. Y. Cent	700	96⅜	96⅜	96⅜	96½
N. Y. & Harlem	14	264	264	264	....
Nor. Amn. Co	25	3	3	3	3
N. Y., Ont. & W	400	15⅛	15	15⅛	....
Nat. Lead	1,100	39	38½	38½	38⅛
Do pfd	200	84	84	84	....
N. Y., L. & W	83	114⅛	114⅛	114⅛	....
Phil. & Reading	900	16⅜	16⅜	16⅜	16⅜
Pullman	600	157	155	157	157⅜
R. W. & O.	50	113	113	113	....
Rich. Term'l	8,800	11⅛	10⅞	11⅛	10⅞
So. Pacific	200	18⅜	18⅜	18⅜	18⅛
Tex. Pac	100	8⅜	8⅜	8⅜	8
Tol., A. A. & N. M.	100	4	4	4	....
Tenn. Coal	100	19¼	19¼	19¼	....
U. S. Cordage	270	22⅛	21⅛	21⅛	22⅛
Union Pac	600	11⅜	11⅜	11⅜	11⅜
U. S. Rubber	100	36	36	36	....
Do pfd	100	53⅜	53⅜	53⅜	....
W. & L. E.	300	11½	11⅛	11⅛	11⅛
Do pfd	200	44⅛	43½	44⅜	44⅜
Wabash pfd	300	14⅛	14	14⅛	....
Western Union	300	83⅜	83½	83½	83⅜

EXPRESS STOCKS.

Adams	148	Fargo	107
American	109	United States	50

GOVERNMENT BONDS.

U. S. 5s reg	117¼	U. S. 4s coup	113¾
U. S. 5s coup	118	U. S. 2s reg	96
U. S. 4s reg	113½		

BOND TRANSACTIONS.

10 A. M. TO 3 P. M.

24000 Atch 4s	76@76⅛	3000 N S 1st	98
10000 Atch 2d	26½@26⅜	10000 N LO 6s	92
5000 BCR&N 1st col t 5s	95⅜@96⅛	11000 NR of Cal 5s	91½@91¾
6000 B & 7th 1st cons 5s	108¼	11000 NYS&W 1st r 5s	104⅜
9000 C S 1st	108⅜	1000 NM 1st	103
2000 Can S 2d	105	18000 NYO&W rf 4s	85⅛@85¼
5000 C&O 6s-1911	118¼	5000 NP 1st cp	108@108½
10000 C&O-R & A div 1st cn 4s	90⅛	15000 N P 2d cp	74
2000 C&O cns 5s	104	5000 OSL 5s	78
1000 C&NW sf 6s	120	6000 O&SL&Ucn	43
7000 CRI&P x 5s	101@101¼	5000 OR&N 1st	102
1000 CGL&C Co 1st	87	3000 Or Imp Co cons 5s	53¼
1000 CStL&P 1st	114	3000 OR Im 1st	98
1000 C H V & T 5s	81½	1000 PG&C 6s	92¼
1000 D & H rg of '94	102⅛	15000 P&R 1st pf in	28¼@28⅜
2000 Erie con gd 7s	134	2000 P&R 3d inc	14⅜
7000 H&TC gm 4s	62½	5000 P&W 1st	81@82
6000 I&GN 2d mg	60	5000 RT col tr 6s st	55¼
1000 I & GN 1st	110¼	29000 R T col tr 5s tr	25¼@26
2000 KP 1st cn	74	18000 SLK&NRE&R 7s	105¼
5000 Laclede Gas 5s	86¼	2000 SL&IM 5s	76
8000 L&N-NO&M 1st	114	4000 SL&SF 2d-Class B.	111@112
1000 MLS&W ex 5s	110	1000 SL&SF gm 6s	93
5000 Met El 1st	118	1000 SPM&M 1st. ME 4s	85¼
3000 Met E 2d	108⅜	15000 T&NO cons 5s	90¼@91
3000 M&SP 1st-SM dv	115	11000 TexP 1st 5s	80⅜
1000 M&SP 1s-C&PW 5s	109	8000 T&P 2d	21½@22
7000 MK&T 1st 4s	79⅛	10000 U S C 1st	82
7000 MK&T 2d	40⅛	12000 UPD&G 1st	34@34½
5000 M K & E 1st	78⅛	2000 UP ex sf 8s	91
8000 M&SP 1s gd	123½	5000 WS gt 4s	103¼
5000 N Y C & St L 4s	99⅞@99⅞	25000 Wab 1st 5s	102⅞@103¼
5000 NYC 1st rg	123½	3000 Wab 2d m 5s	72½@72¾

BOSTON.

BOSTON, Mass., July 5.—Stock sales and quotations:

Description.	Sales.	Open.	High.	Low.	Close.
Atchison	2,500	5¼	5½	5¼	5¼
American Sugar	4,900	99⅜	99⅜	97⅜	97⅜
Do pfd	200	92	92	91	91
C., B. & Q.	1,200	76½	77⅛	76⅜	76¾
Pullman	200	158	158	156	156⅜
Union Pacific	200	11	11¼	11	11

BONDS.

6000 Atch. 4s	75⅜@75⅜	1000 Gas 5s	82
2000 Atch. 2d	26⅜	17000 Gas 2d	60⅜@61¼
1000 C B & Q 7s	120	7000 Mex C 4s	53
7000 C B N 5s	103⅛		

MINING STOCKS.

NEW YORK, July 5.—Mining stock quotations: Chollar, 20c; Crown Point, 50c; Consolidated California and Virginia, $3.00; Deadwood, 50c; Gould and Curry, 40c; Hale and Norcross, 50c; Homestake, $12.50; Mexican, 50c; Ontario, $9.00; Ophir, $1.40; Plymouth, 10c; Sierra Nevada, 50c; Standard, $1.60; Union Consolidated, 25c; Yellow Jacket, 36c; Iron Silver, 10c; Quick Silver, $2.25; do preferred, $12.00; Bulwer, 15c.

BOSTON, Mass., July 5.—Closing prices of mining shares: Allouez Mining company, $25.00; Atlantic, $8.00; Boston & Montana, $23.00; Butte & Boston, $8.50; Calumet & Hecla, $2.70; Centennial, $1.00; Franklin, $8.00; Kearsarge, $4.50; Osceola, $18.25; Quincy, $80.00; Tamarack, $156.00.

SAN FRANCISCO, Cal., July 5.—Alta, 26c; Belcher, 55c; Best & Belcher, 95c; Bodie Consolidated, $1.40; Bulwer, $2.40; Chollar, 25c; Consolidated California and Virginia, $2.26; Crown Point, 45c; Eureka Consolidated, 25c; Gould & Curry, 48c; Hale & Norcross, 51c; Mexican, 56c; Ophir, $1.60; Potosi, 48c; Sierra Nevada, 57c; Union Consolidated, 30c; Utah, 5c.

BANK OF ENGLAND RESERVE LOWER.

Increase of Home Circulation Causes the Decrease—France Takes Gold.

LONDON, July 5.—The bank reserves are £1,371,000 less, owing to the usual efflux into home circulation at the end of the half-year. For the same reason the coin and bullion have decreased £412,000, although £338,000 were imported during the week, £65,000 coming from Australia, £5,000 from Oporto, and the rest in bar gold bought. The total coin and bullion amounts to £38,901,357. France continues to take gold. The stock markets were quiet today. Americans alone show real improvement; the forced sales have ceased, and covering by bears caused a general rise, which was maintained to the close. There is general talk that a material rise is likely, but the market is still sensitive in the least adverse influences. The weekly statement of the Bank of England issued today shows the following changes, as compared with the previous account: Total reserve decreased £1,371,000; circulation increased £958,000; bullion increased £412,432; other securities increased £1,249,000; other deposits increased £369,000; public deposits increased £2,388,000; notes reserve decreased £1,835,000; government securities increased £3,000,000. The proportion of the Bank of England's reserve to liability is 63.63 per cent. The amount of bullion withdrawn from the Bank of England on balance today, £12,000. The rate of discount is unchanged at 2 per cent. The price of gold at Buenos Ayres today is 263. Closing prices—Consols for money, 101⅛; consols for the account, 101 5-16; Canadian Pacific, 65⅞; Erie, 14⅜; Erie seconds, 75¼; Illinois Central, 92¾; Mexican ordinary, 15½; St. Paul common, 62; New York Central, 100¾; Pennsylvania, 49¾; Reading, 8⅜; Mexican Central new 4s, 55¼.

The rate of discount in the open market for both short and three months bills is ⅝ per cent.

PARIS, July 5.—Three per cent rentes 100f 80c for the account.

The weekly statement of the Bank of France issued today shows the following changes, as compared with the previous account: Notes in circulation, increased 73,250,000f; treasury accounts current, increased 52,300,000f; gold in hand, increased 25,050,000f; bills discounted, increased 53,150,000f; silver in hand, increased 1,975,000f.

LOCAL LIVE STOCK MARKET.

No Arrivals at the Yards—Prices for the Day.

Chicago receipts and shipments of live stock for dates mentioned:

Dates.	Cattle.	Calves.	Hogs.	Sheep.
Receipts—				
Monday, July 2	6,299	96	4,961	3,811
Tuesday, July 3	32	....	13	....
Wednesday, July 4	....	....	....	....
Thursday, July 5	....	....	....	....
Total	6,331	96	4,974	3,811
Same period last wk	33,809	3,464	100,302	37,192
Same period 1893	48,402	3,863	72,812	45,166
Shipments—				
Monday, July 2	....	....	....	....
Tuesday, July 3	....	....	....	....
Wednesday, July 4	....	....	....	....
Thursday, July 5	250	....	....	....
Total	250	....	....	....
Same period last wk	9,536	4	31,019	2,735
Same period 1893	11,578	783	21,582	5,320

The railroads brought in no live stock yesterday, but today some is expected on the Northwestern and Burlington roads. The Michigan Central shipped 16 cars of cattle east for the Eastman company and S. O'Donnell.

CATTLE—The market was nominally unchanged. About 180 cattle averaging 1,500 lbs held since Monday remained unsold at a late hour with the salesman asking $5.00 for them. Some 1,370-lb steers sold at $4.75, but strictly prime beeves would sell around $5.25, with common to good 950@1,450-lb steers quotable at $3.60@4.80. Cows and heifers quotable at $1.25@3.70; Texas steers, $2.50@4.00; and stockers and feeders, $2.30@3.60.

HOGS—There were no fresh arrivals and only 900 were carried over from Tuesday, largely in possession of speculators. The market was slow and unevenly higher. One lot of 368, averaging 185@225 lbs, sold to city butchers at $5.50, or 50c higher than Monday. Some other smaller bunches of rough to good light and mixed sold at $4.90@5.35. The market closed quiet.

SHEEP—About 600 "stale" sheep were on sale and they changed hands early at stronger prices. A lot of 509 Colorado yearlings, averaging 56 lbs, sold at $3.00.

New York, July 5.—BEEVES—Receipts, 41 cars; on sale, 141 cars. Market very quiet; demand very moderate; prices steady; only 72 cars sold; common to prime stillers, $4.00@5.12½ per 100 lbs; inferior to medium native grass steers, $4.25@4.75; prime corn fed do, $5.50. European cables quote American steers at 8¼@9¼c per lb dressed weight; refrigerator beef at 6½@7¼c per lb. Exports today 200 beeves. CALVES—Receipts, 454; market active and firm; veals, poor to prime, over 3,000 head unsold; veals, poor to prime, $4.90@5.10 per 100 lbs. SHEEP AND LAMBS—Receipts, 12,095; 51 cars on sale; market demoralized; sheep, ½c per lb lower; lambs ½@¾c lower; over 5,000 head unsold; sheep, poor to prime, $2.75@4.25 per 100 lbs; lambs, inferior to choice, $4.50@5.60. HOGS—Receipts, 994; market strong; inferior to good hogs, $5.75@6.25 per 100 lbs.

Kansas City, Mo., July 5.—CATTLE—Receipts, 11,100 head; shipments, 500 head. Market opened steady, closed dull; 10@15c lower. Texas steers, $2.00@3.35; beef steers, $3.55@4.95; native cows, $1.00@3.35; stockers and feeders, $2.70@3.00. HOGS—Receipts, 4,200 head; shipments, 400 head. Market opened 10@20c higher, closed 10c lower than the opening. Bulk of sales, $5.05@5.15; heavies, $5.05@5.20; packers, $5.10@5.25; mixed, $4.95@5.15; lights, $4.90@5.10; pigs, $4.70@5.05. SHEEP—Receipts, 400 head; shipments, none. Market steady.

Kansas City, Mo., July 5.—CATTLE—Receipts, 11,100; shipments, 500. Market opened steady, closed dull; 10@15c lower; Texas, $2.00@3.35; do cows, $1.50@2.50; beef steers, $3.55@4.95; native cows, $1.00@3.35; stockers and feeders, $2.70@3.00. HOGS—Receipts, 4,200; shipments, 400. Market opened 10@20c higher, closed 10c lower than the opening; bulk of sales, $5.10@5.15; heavies, $5.05@5.20; packers, $5.10@5.20; mixed, $4.95@5.15; lights, $4.90@5.05; Yorkers, $5.05@5.10; pigs, $4.70@5.05. SHEEP—Receipts, 400; shipments, none. Market steady.

St. Louis, Mo., July 5.—CATTLE—Receipts, 1,800; shipments, none. Market strong and higher. Native cows and heifers, $2.30@3.00; Texas steers, light, $2.20@2.25. HOGS—Receipts, 1,200; shipments, none. Market 10@15c higher, strong; no heavy hogs on sale; medium to fair light, $5.10@5.30; pigs, $4.90 and below.

Omaha, Neb., July 5.—CATTLE—Receipts, 2,000; market wild and 20c higher on acount of the light receipts; range of prices $4.75@4.90. CATTLE—Receipts, 3,000. Market active and stronger; beeves, $4.75; cows, $3.75; feeders $3.50.

BAD WEEK FOR THE MILLERS.

The Output Will Be Among the Lightest in Years.

MINNEAPOLIS, Minn., July 4.—The *Northwestern Miller* gives the following epitome of the week's milling news:

Last week was another exceedingly quiet one with the mills, recent advances in flour restricting the trading to the smallest limits. The domestic trade nibbled away, buying only where the flour was actually required, to be turned over again. It was necessary to shade prices more or less to do that much, and quotations are down about ten cents on patent. Export business was also very light.

Buyers generally have lost confidence. Bids of foreigners are lower. The sales of the week approximated 100,000 barrels, while the output was 180,030 barrels, against 201,345 the previous week, 143,875 in 1893, and 197,445 in 1892; export shipments, 47,395 barrels, against 71,990 the week before.

The railroad strike is greatly hampering the mills, and this week's output will be among the lightest in years. The Superior-Duluth mills ground 68,554 barrels, against 37,888 the preceding week, 36,496 in 1893, and 22,271 in 1892. The railroad strike is having a disastrous effect on the milling business here, and together with the lifeless market the conditions for milling could not be much worse. Export shipments were 13,348 barrels, against 8,125 the previous week. Stock of flour at mills and in transit 200,000 barrels.

While the week was a quiet one for Milwaukee millers, yet some found a good domestic trade in the first of the week in the falling off. The output was 37,740 barrels, against 35,574 the preceding week and 39,000 in 1893. The St. Louis market was at a standstill Saturday on account of the general railway strike. The output showed a decrease of 11,200 barrels compared with the previous week, being 34,100.

Trade was very quiet. Generally speaking the export demand was dull and out of line, though inquiries were free, and both millers and buyers seemed much nearer a working basis than heretofore. Country mills near St. Louis did a fair foreign business, Glasgow and Leith being the principal buyers. They found domestic trade quieter than the week previous.

Crop reports from many localities in North Dakota and Minnesota, especially in the Red River Valley counties, are encouraging, copious showers having been general and come at the most opportune time. In Kansas harvest is in progress and our correspondent reports some new wheat marketed.

At New York a featureless market prevailed, jobbers working in the narrowest possible lines. At Baltimore the poor markets can be no worse, and may be better. The trade in Iowa showed some improvement, though the mills had trouble to get good wheat.

Eastern Freight Rate Problem.

Commissioner Blanchard issued a call yesterday for the regular bi-monthly meeting of the Freight committee of the Central Traffic Association to be held at the committee rooms of the association in the Monadnock Building Tuesday. Among the subjects to be considered are the following: Uniform division of rates to and from points in prorating territory west of Chicago; non-maintenance of association agreements upon transcontinental traffic; manner of making rates from Michigan territory to Illinois points; request of trunk lines for modification of charges for transferring grain at Peoria and other points; differentials via rail and water routes and insured and uninsured rates thereunder; rates on agricultural implements between Central Traffic Association points; basis of rates on live stock and dressed meats to Central Traffic Association points, including Western termini of trunk lines after Aug. 31, 1894; Texas rates and divisions; rates from Cleveland, Toledo, and Chicago on traffic received from the lake lines; export rates via Newport News; changes in destinations of grain consigned to Western termini of trunk lines.

Will Hold Their Meeting at Mackinac.

The regular bi-monthly meeting of the passenger department of the Central Traffic Association will be held at the Grand Hotel, Mackinac Island, Mich., Friday, July 13. Among the more important subjects to be considered are the following: Differential fares recently awarded the Nickel-Plate road; G. A. R. National Encampment, Pittsburg, September, 1894; land excursions to the South and Southwest; rate for American Pharmaceutical Association, Asheville, N. C., Sept. 3; rates for various other occasions.

Elevator Companies Reorganized.

DULUTH, Minn., July 5.—The reorganization of the Lake Superior and Union Improvement Elevator companies, which failed last July, were completed this morning in New York. A new company is formed under the laws of New Jersey with $1,000,000. The various interests are united for the control of the two terminal elevator companies at Duluth and the Northern Pacific Elevator company's houses in Minnesota and Dakota. Old stockholders have subscribed $300,000 and this with $400,000 dividends from the receiver and the proceeds from bond sales will operate the concern. The State Trust company of New York will be trustee.

BUSINESS NOTICES.

E. & W. "Kanata." E. & W.
A new collar.

WILL TALK OF RATES.

RAILROAD MEN SUMMONED BEFORE COMMERCE COMMISSION.

Charged with Combining with Steamship Lines to Discriminate in Rates to Coastwise Points—Track Construction for Six Months Less than for Any Similar Period for Thirty Years—Charges of More Rate Cutting to Denver.

WASHINGTON, D. C., July 5.—A gathering of representatives of railroad and steamship companies engaged in the Atlantic coastwise trade is expected at the rooms of the Inter-State Commerce Commission tomorrow, when that body will conduct an inquiry into certain alleged discriminations in rates. In the order summoning the appearance of the railroad people the commission says:

> It appears from an inspection of the joint tariffs of rates upon inter-State traffic to points in Georgia, Tennessee, Alabama, and other Southern territory east of the Mississippi River and south of the Ohio and Potomac Rivers that carriers in many cases make a greater charge for the transportation of such traffic for a shorter than a longer distance and by reason of recent changes in these tariffs of rates the number of these departures from the rule of the statute has been greatly increased and the disparity between the rates for the longer and shorter distances has in many cases been greatly enlarged; and also there is reason to believe notice of changes in rates has not been given to the commission nor to the public as required by law.

The carriers embraced in the order include the Pennsylvania, the Cumberland Valley, the Norfork and Western and East Tennessee, Virginia and Georgia, the New York, Philadelphia and Norfolk, the Richmond and Danville, the Richmond, Fredericksburg and Potomac, the Atlantic Coast Line and other Southern railroads, the Old Dominion, Clyde, Ocean and Merchant and Miners' Steamship companies, the Nashville and Chattanooga, the Cincinnati, New Orleans and Texas Pacific, the Illinois Central and other Western companies. The discriminations complained of are a result of the late rate war which was started by the combination of the steamship and railway lines. Only competitive points, however, profited by the cut and the rates to noncompetitive places were unchanged. For instance, the rate from New York to Atlanta was reduced from $1.14 per 100 pounds to 94 cents, and then again to 40 cents, while intermediate points continued to pay the old rates. These cuts in the East were followed by the railroad lines running between the Ohio River and Atlanta, where there was a big reduction in through rates to competitive places, but none to intermediate points.

RAILROAD CONSTRUCTION IN 1894.

Small Mileage Added During the First Six Months of the Year.

In an article on "Track Laid in the First Six Months of 1894," the forthcoming number of the *Railway Age* will say:

> The year 1894 will be memorable for many characteristics, one of the most significant of which will be the small amount of railway construction that was accomplished in the United States. Not for thirty years has the total of new track laid been as small as it is certain to be at the end of this year, nor have there been so few miles laid in the first six months of the year as we are now called upon to chronicle. During the half year of political, financial, and industrial unrest and uncertainty just ended only 525 miles of new road have been added, and these were laid on fifty-one lines in twenty-five of the States, showing the average length of the roads was very small indeed—only about ten miles—while most of the additions consisted of short branches or extensions of still less than ten miles.
>
> In twenty-three States and Territories no new track has gone down in the last six months; in seventeen only a single line has been added in each; two have two new lines each; two have added three; one has built four; two boast five; and one, Pennsylvania, can claim seven new lines, but they average only six miles each. The largest mileage has been laid in Colorado, fifty-four miles, chiefly in the construction of two roads to reach the Cripple Creek mining camp; South Carolina adds 50 miles, Florida 48, West Virginia and Louisiana, 46 each; Pennsylvania, 42; New Jersey and Texas, each 34; the rest much smaller amounts. The largest extension this year is a branch of the Atlantic coast line in South Carolina, 44 miles; the next the Jacksonville, St. Augustine and Halifax River extension to Fort Worth, Fla.; the next a stretch of 40 miles on the Florence and Cripple Creek in Colorado. Not a single trunk line of any importance increased its length. The work has been confined to the completion of work previously under way or to building little branches which seemed imperatively demanded.

MISSOURI PACIFIC'S OBJECTIONS.

Rate Cutting Is Charged in Connection with the Shriners' Excursion to Denver.

H. C. Townsend, General Passenger Agent of the Missouri Pacific, has informed Chairman Caldwell of the Western Passenger Association that the Cincinnati Shriners are still sending out their pamphlets announcing the $44 rate to Denver and return. He says one was received by a man east of St. Louis as late as Tuesday, which came direct from the officials at Cincinnati. It had been understood, Mr. Townsend says, that the Burlington had absolutely canceled its agreement with the Shriners, but unless those in charge at Cincinnati discontinue sending out their announcements and misrepresentations in regard to limitations of tickets, it would doubtless result in some line meeting the supposed competition. Mr. Caldwell, in reply, says he has seen evidence showing cancellation by Burlington of contract for this business made prior to agreement May 28. He has no reason to believe the Burlington is now participating in any unauthorized quotations by Cincinnati Shriners or that any other line has agreed to do so.

Atchison, Topeka & Santa Fe Railroad Company.

General Reorganization Committee
32 Liberty-st., New York.

The plan of reorganization having been published, the Agreement under which Deposits are to be made is now in course of preparation, and will shortly be lodged for signature with the Depositaries in New York, Boston, London, and Amsterdam.

Holders may deposit their securities with the Depositaries named in the Plan and will receive temporary Receipts therefor, exchangeable hereafter for Reorganization Certificates of Deposit.

For the convenience of New England holders THE OLD COLONY TRUST COMPANY has been made a Depositary for capital stock in Boston.

Bonds deposited in Boston should be lodged with NEW ENGLAND TRUST COMPANY.

HERMAN COBBE, Secretary.

New York, June 30, 1894.

STATE SUPERVISION.

GLOBE SAVINGS BANK

Dearborn and Jackson-sts.

CHECKING ACCOUNTS
Of Individuals, Firms, and Corporations received on favorable terms.

SAVINGS ACCOUNTS
Draw 4 Per Cent Interest.

SAFETY DEPOSIT VAULTS.

4% 5% 6%
City and County Bonds
Rank Next to Governments in Security.
FOR SALE BY
N. W. HARRIS & CO.,
163-165 Dearborn-st.

MONEY TO LOAN
ON IMPROVED CHICAGO REALTY.
MORTGAGES FOR SALE.
MEAD & COE, 100 Washington-st

LAMSON BROS. & CO., Commission Merchants. Grain, Provisions, Stocks, and Cotton. 4 Board of Trade, Chicago. PRIVATE WIRES.

PROMISE TO AID HIM.

LABOR LEADERS TELL DICTATOR DEBS THEY WILL ORDER STRIKES.

Only Necessary to Prove Their Going Out Will Aid the A. R. U., They Say—Propose a Meeting to Denounce the Use of Federal Troops and Allege They Have a Majority of the People with Them—Dictator Debs Tells How the Strike Started.

Greater activity prevailed at strikers' headquarters yesterday than any day since the inception of the strike. The attendance was greater, the communications between outlying committees and the general department of the men displayed increased determination. The executive officers were even more vigorous in their declarations and the general tenor of the conversations among the visitors was defiant. Bitter comments followed the failure of the City Hall conference to accomplish anything. The railroads were severely arraigned for not appearing at the conference. It was pointed out that the strikers had responded to the call of the Council, and the failure of the railroads to send a representative would make the strikers many friends among the railroad employés who have as yet failed to join the strikers.

Debs and the members of the Board of Directors who attended the conference declined to discuss it beyond saying they had responded to the invitation of the Council committee; that by so doing they had demonstrated a willingness to meet the city authorities in an effort to adjust present difficulties, and the failure of the railroad officials to appear placed the responsibility with them. Mayor Hopkins says little regarding the failure of the conference. He merely outlines the presence of Debs and his associates, says they were willing to entertain propositions looking to a settlement, but that the declination of the railroad managers to have a representative present resulted in a flat failure of the objects sought. He adds that any future meeting must result from the efforts of the City Council committee having the matter in charge, and Chairman McGillen has no idea when a second conference will be held, if at all.

To Bring in All Labor Unions.

Every possible effort is being made to bring all labor organizations into active participation in the strike. Conferences between the recognized leaders of labor have been frequent and, according to Debs, satisfactory. It is an accepted fact that the Knights of Labor will join in the strike as a body, and today's conference at Uhlich's Hall is likely to result in the coöperation of other organized bodies. James Griffon, President of Typographical Union No. 16, and Victor Williams, District Organizer of International Typographical Union, called on Debs yesterday to urge the holding of a mass-meeting to protest against the presence of United States troops in the city.

"It is due to the interest of laboring men in general that some public expression of opinion as to the presence of the troops be had," said Griffon. "Public sentiment is against it." This sentiment was shared by Williams.

"I am willing to further such an expression of public opinion," said Debs, "but I did not care to be the first to suggest it. I fail to see the necessity for the presence of the troops. President Cleveland ordered the troops out on the Great Northern at the request of one man, President Hill, and it is not surprising he would do the same when requested by the railroad managers in general. Olney is the paid attorney of the corporations and the President seems to be the pliant tool of his Attorney-General. We are in this strike to win and we are going to do it. We do not fear injunctions or soldiers.

"The soldier has never been the friend of labor. He has been the tool of capital in crushing labor. Still we have no quarrel with the soldier. I am convinced if the public be afforded an opportunity to voice its sentiment the presence of the troops in this city will be condemned."

Troops Will Solidify Labor.

Williams assured Debs that the laboring people of the city and thousands who have no direct interest in the pending struggle condemn the action of the President in sending the troops here. "It will result in solidifying labor in this struggle," he said. "Men who, while sympathizing with you, cared not to take any active steps are now aroused. They believe the action of the President is an insult to the State and city authorities, and results from a combination of capitalists and railroad managers." A call for a conference of all the officers of all labor unions of Chicago was then formulated and sent by special messengers to the private addresses of the labor leaders. It will be held at 10 o'clock this morning at Uhlich's Hall.

Griffon said if it could be shown the strike could be materially assisted by the participation of the printers they would join the strike. J. C. Galvin represented the painters at the conference and assured Debs of the active participation of his craft if needed.

Debs said he had received telegrams from all over the country announcing the spread of the strike. "We expect the railroads to get out a train or two a day here in Chicago," he said, "and we shall not attempt to interfere. But what will it amount to? Not one of them will get beyond the first division outside of the city. Every division of importance on every road out of Chicago is out and will remain out. When a train reaches a country division it will remain there because there are not enough men and soldiers to go around. Here are some telegrams showing the Burlington road entirely tied up at St. Louis, the Iron Mountain from De Soto, Mo., south, the Wabash east and west out of St. Louis, the Chicago and Alton, the Big Four, and the Toledo, St. Louis and Kansas City. That don't look much like weakening. The Populists in convention at Milwaukee passed resolutions of sympathy and condemning Pullman. Sacramento has 5,000 men solid. Every road out of Chicago may run its full equipment of trains and still we can win. No connecting road will handle their cars or freight. Instead of being discouraged we are firm, confident, and temperate.

Question of Dressed Beef.

"I consider this the important day of the strike. Almost every labor organization has told us they will stand by us to a man. It behooves the laboringmen to stand together now that the government has arrayed itself on the side of the managers. It is not the moving of the mail trains alone. The soldiers are engaged in moving out meat trains at the Stock-Yards, with which the government has no concern except to accommodate the clients of the Attorney-General. Congress will be asked to define the uses to which the troops can be put.

"Any interference with the movements of the mails can be properly construed as affecting the Government of the United States, and hence the use of the troops, but what interest the government has in the movement of dressed beef is a question Congress had better have Mr. Olney construe. We cannot understand it out here; nor is it plain upon what authority a man is arrested and held for declining to work. All these questions have been injected into the strike by the railroad managers. They do not result from any act of ours."

DICTATOR DEBS TELLS OF STRIKE.

Position of the American Railway Union Defined by Its President.

Dictator Debs of the American Railway Union yesterday issued the following address to the public:

So many misleading reports have been given currency in reference to the great railroad strike now in progress that I am prompted, in the interest of justice and fair play, to give the public an honest, impartial statement of the issues involved and the facts as they actually exist. My purpose in this is to have the great American public—the plain people—in every avenue of life, conversant with the situation as it really is, that they, who constitute the highest tribunal we know, may pass just judgment upon our acts—condemn us if we are wrong, uphold us if we are right.

First of all, let it be said that the Pullman employés who struck May 6 last did so entirely of their own accord. Their action in so doing was spontaneous and unanimous. They simply revolted against a series of deep-seated wrongs of long standing and no power could stay them. It has been charged, and the charge has been widely accepted, that they were induced to strike by their "leaders" and labor agitators—that if left alone they would have remained at work. The charge is wholly untrue. The fact is the officers of the American Railway Union used all their influence to pacify the employés and advised them repeatedly not to strike, but to bear patiently their grievances until a peaceable settlement could be effected. To the truth of this statement the employés themselves will bear willing testimony.

But the grievances of the employés, men and women, had become so aggravated, so galling, that patience deserted them and they abandoned their employment rather than submit longer to conditions against which their very souls rebelled. Whether they were right or not, let only those judge who comprehend the conditions under which these faithful employés toiled and groaned. Let us avoid sentiment. The bare facts will suffice, and they are haggard enough to excite the sympathy of every good citizen, rich or poor, employer or employé. The Pullman company, be it understood, owns the Town of Pullman, owns the houses, the homes of employés, controls the light and water and other necessaries of life, and wages are so adjusted to living expenses that in a large majority of cases the employés are barely able to support their families. Proof overwhelming can be furnished. One instance will suffice. At the time they struck the employés were in arrears to the Pullman company $70,000 for rent alone. Wages had been repeatedly reduced, but rent and other expenses remained the same. At this rate it would have been a question of a short time only until the employés would have been hopelessly involved in debt—mortgaged soul and body to the Pullman company.

Willing to Arbitrate.

The employés, from the beginning, have been willing to arbitrate their differences with the company. That is their position today. The company arrogantly declares that there is nothing to arbitrate. If this be true why not allow a board of fair and impartial arbitrators to determine the fact? At this point we appeal to the public as to whether the position of the Pullman company or the position of the employés is entitled to the sanction of the public conscience. If the employés were to assume the position of the Pullman company and defiantly declare they had nothing to arbitrate and arbitrarily demand unconditional surrender as the only basis of settlement they would merit the condemnation of the public and it would certainly and swiftly fall upon them with crushing severity.

Committee after committee waited upon the officials of the Pullman company with a vain hope of effecting a settlement. They were willing to make concessions, to compromise in the interest of peace. All their advances were repelled. The company was and is as unyielding as adamant. Finally, June 12, the delegates of the American Railway Union, representing 425 local unions of railway employés, located on the principal lines of American railways, met in convention at Chicago. The Pullman trouble had been discussed at their local meetings. Many of the delegates came instructed. The grievances of the Pullman employés were taken under consideration. Two separate committees were sent to the officials. Not the slightest satisfaction could be obtained. As a last resort the delegates by unanimous vote determined unless the Pullman company would agree to do justice to their employés within five days the members of the order would decline to haul Pullman cars. This action, be it remembered, was not taken until the strike had been on six weeks and every conceivable effort to obtain redress had failed because of the obstinacy of the company.

How the Strike Extended.

Up to this point the trouble was confined to the Pullman company and its employés. How then did the strike extend to the railways? Let the answer be given in accordance with the facts. The day before the order of the delegates declining to haul Pullman cars went into effect the General Managers' Association, representing the principal Western railways, met and passed a series of resolutions declaring in substance that they would uphold the Pullman company in its fight upon the employés; that they would haul Pullman cars, and that they would stand together in crushing out the American Railway Union. The resolutions in question were published in the city papers and can be referred to in substantiation of this statement. It will thus be seen the railway companies virtually joined forces with the Pullman company, went into partnership with them, so to speak, to reduce and defeat their half-starved employés. In this way the trouble was extended from line to line, and from system to system, until a crisis has been reached. The business of the country is demoralized to an extent that defies exaggeration. To say the situation is alarming is entirely within the bounds of prudent statement. Every good citizen must view the outlook with grave concern. Something should, something must be done. The American people are a peace-loving people—they want neither anarchy nor revolution. They have faith in their institutions, they believe in law and order, they believe in good government, but they also believe in fair play. Once aroused they will not tolerate arbitrary and dictatorial defiance, even on the part of an alliance of rich and powerful corporations.

What can be done to dispel the apprehension that now prevails and restore peace and confidence? The American Railway Union, by whose authority and in whose behalf this statement is made, stands ready—has from the beginning stood ready—to do anything in its power, provided it is honorable, to end this trouble. This, briefly stated, is the position the organization occupies. It simply insists the Pullman company shall meet its employés and do them justice. We guarantee the latter will accept any reasonable proposition. The company may act through its officials or otherwise and the employés through their chosen representatives. Let them agree as far as they can, and where they fail to agree let the points in dispute be submitted to arbitration.

Do Not Ask Recognition.

The question of the recognition of the American Railway Union, or any other organization, is waived. We do not ask, nor have we ever asked, for recognition as an organization. We care nothing about that, and so far as we are concerned it has no part in the controversy. Let the officials deal with the employés without reference to organization. Let the spirit of conciliation, mutual concession, and compromise animate and govern both sides, and there will be no trouble in reaching a settlement that will be satisfactory to all concerned. This done, let the railway companies agree to restore all their employés to their situations without prejudice, and the trouble will be ended. The crisis will thus be averted, traffic will resume, and peace will reign. The railways are not required to recognize the American Railway Union. This has never been asked, nor is it asked now.

I have now clearly and briefly as possible stated the position of the American Railway Union, as it was at the beginning of the trouble and as it is now.

If there are those who discover in this statement a "weakening" on the part of the employés, as has been so often charged when an exposition of the true attitude of our order was attempted, we have only to say they are welcome to such solace as such a perverted conclusion affords them. We have been deliberately and maliciously misrepresented, but we have borne it all with an unwavering faith that the truth will finally and powerfully prevail. We firmly believe our cause is just, and while we hold that belief we will not recede. If we are wrong we are ready to be convinced. We are open to reason and to conviction, but we will not be cowed nor intimidated. Were we to sacrifice the multiplied thousands of wageworkers who have committed their interests to our hands and yield to the pressure of corporate power we would be totally unworthy of American citizenship.

It has been asked what sense is there in sympathetic strikes. Let the corporations answer. When one is assailed all go to the rescue. They stand together, they supply each other with men, money, and equipment. Labor in unifying its forces simply follows their example. The corporations established the precedent. If the proceeding is vicious and indefensible let them first abolish it. In this contest labor will stand by labor. Other organizations of workingmen have themselves felt the oppressive hand of corporate capital. They will not be called out, but will go out. And the spectacle of Mr. Pullman, fanned by the breezes of the seashore while his employés are starving, is not calculated to prevent their fellow-wage workers from going to their rescue by the only means at their command.

Debs Speaks for Himself.

A few words in reference to myself—although ordinarily I pay no attention to misrepresentation or vituperation—may not be out of place. Not because of myself personally, but on account of the cause I have the honor to in part represent, which may suffer if silence is maintained while it is assailed with falsehood and malignant detraction. I shirk no responsibility, neither do I want credit to which I am not entitled. This strike was not "ordered" by myself, nor by any other individual. I have never "ordered" nor "called" any body out. Under the rules of the American Railway Union members can only strike when a majority of their number so decide. The vote of the delegates in this instance was unanimous. Wherever men have struck they did so of their own accord. I have simply served the notice after the men themselves had determined to go out. This is the extent of my authority and I have never exceeded it. My alleged authority to "call" or "order" men out has been made the pretext on which to assail me with every slander malignity could conceive. So far as I am personally concerned detraction cannot harm me, nor does it matter if it could. I do not amount to more than the humblest member of our order—perhaps not as much. Fate or fortune has assigned me a duty, and no matter how trying the ordeal or severe the penalties I propose to perform it. The reflection that an honest man has nothing to fear sustains and comforts me in every hour of trial.

In closing let me repeat that we stand ready to do our part toward averting the impending crisis. We have no false pride to stand in the way of a settlement. We do not want "official" recognition. All we ask is fair play for the men who have chosen us to represent them.

If the corporations refuse to yield and stubbornly maintain that there is "nothing to arbitrate" the responsibility for what may ensue will be upon their heads, and they cannot escape its penalties.

DEBS CALLS OUT MORE WORKERS.

Sends Messages to Texas and Other States Adding to the Strikers' List.

Debs sent the following message at noon to Chairmen of committees in Texas and several other points, ordering all railroad employés to withdraw at once:

CHICAGO, Ill., July 5.—You are requested to request all employés of all roads, particularly Southern Pacific system, to withdraw from the service in a body. El Paso to Ogden and Portland is now out solid. Elect a good committee and wire name of Chairman, mentioning name of road he represents. We will all stand together. We will win.
E. V. DEBS.

It Is Cheaper Now.

Forty years ago the cheapest English divorce cost $4,500.

TRAINS ON THE MOVE.

TRAFFIC ON MANY ROADS IN LARGE PART RESUMED.

At Cairo Both Freights and Passengers Are Allowed to Pass Without the Slightest Molestation from Strikers—Troops at Sioux City Bring About Marked Improvement on the Lines Centering There—Situation Is Restored to the Normal at Terre Haute.

CAIRO, Ill., July 5.—[Special.]—Both freight and passenger trains have been moving today without molestation. The State troops are still in possession of the Illinois Central yards at Mounds. Guards have been posted on each side of the right of way and no one is allowed to cross them without a pass from Col. Smith. The troops are quartered in the roundhouse and railroad buildings. There has been no disturbance of any kind today. Not even when a United States Deputy Marshal arrested A. L. Stewart, President of the Switchmen's Union, and another man at Mounds charged with having interfered with the mails in stopping passenger trains some days ago. Both men were taken to Springfield. Four others in the employ of the Iron Mountain railroad at Bird's Point were arrested by a Deputy Marshal from Missouri and taken to St. Louis. A report comes from Springfield that Judge Allen has issued bench warrants for fourteen others and that a deputy will arrive here with them tonight. Freight trains have been going from Mounds unmolested, four going to Chicago and two for New Orleans. Two long trains from the South passed up this evening. The strikers are quiet. They are making no threats, but are evidently disappointed in their failure to induce the engineers to refuse to haul freight trains.

TRAINS MOVE AT SIOUX CITY.

Troops Bring About a Speedy Change Favorable to the Railroads.

SIOUX CITY, Ia., July 5.—[Special.]—The strike situation today is quiet. The arrival of the militia and the determined way they went about to clear the yards last night brought this about. No attempt was made to block trains further than the burning of bridges early this morning on the Illinois Central and Omaha roads. All passenger trains on the Illinois Central and Omaha roads went out on regular time today for the first time since Monday morning under military escort. The firemen on the Chicago, St. Paul, Milwaukee and Omaha road returned to work at 1 o'clock. As a result the company expects to resume freight business tomorrow. The engineers on the Chicago, Milwaukee and St. Paul still refuse to go out with any but regular firemen, and as a result the road is getting out only a portion of its passenger trains. There have been no serious conflicts between the militia and the strikers. Two militiamen were struck with coupling-pins and two strikers were jabbed with bayonets. United States District-Attorney Sells is here and has instructions from Olney to get all mail trains through. He has caused twenty-one warrants to issue for persons charged with conspiracy in interfering with mails by blocking trains, and seven have been arrested. No freights are moving yet, because of the inability of the roads to get crews for them.

DUBUQUE, Ia., July 5.—[Special.]—The strike in this city is practically ended. Freight and passenger trains are moving on all the lines. United States Marshal Desmond left for Sioux City, Ia., this morning. The Chicago Great Western is receiving freight today and moving freight trains.

TRAFFIC RESUMED AT DEBS' TOWN.

Trains Move with Practically No Interruption at Terre Haute, Ind.

TERRE HAUTE, Ind., July 5.—[Special.]—There was no interruption of passenger traffic today. The Chicago and Eastern Illinois had two trains each way, the one arriving at 2 p. m. being the first that has come through from Chicago on schedule time in six days. The Big Four had several passenger trains each way, clearing up the blockade that was caused by the strike of the men at Mattoon. A freight train from the west at 4 p. m. was abandoned by the crew here. The switchmen and freight-house employés of the road asked Debs this morning if they could not return to work. He replied in the negative, but it is thought some of them will go to work tomorrow morning. Debs' home union is growing in strength rapidly.

The Chicago and Eastern Illinois now has a complete force of non-union engineers and firemen and the indications are that none of the organizations will ever again have control of the engineers on that system. A committee of Vandalia firemen and engineers called on Grand Master Sargent of the firemen in regard to the expected discharge of a switching engineer who yesterday refused to transfer a Pullman sleeper. Another committee of firemen from the Louisville and Nashville was here to see Sargent. The men in both cases do not want to strike, but they wanted advice as to the best way for them to avoid striking and at the same time escape doing work that would make them "scabs." Word was received at firemen's headquarters that eight firemen on the Wabash had been discharged.

Two hundred Vandalia men employed in the shops and freight-house went out today. Several freight brakemen and one freight conductor also joined the strike.

EVANSVILLE, Ind., July 5.—The Evansville and Terre Haute railroad has all trains running regularly today. The Air Line and Peoria, Decatur and Evansville are running their passenger and local freight trains regularly.

IMPROVEMENT ON GRAND TRUNK.

Strikers Clamor for Their Old Places at Valparaiso, Ind.

VALPARAISO, Ind., July 5.—[Special.]—The situation on the Grand Trunk is improving at this point. The strikers have nearly all asked for their old places and only a few were promised work, and they on condition they were not to be reorganized as union men. A westbound passenger train passed through this afternoon manned with a new crew. The Valparaiso accommodation was taken out for Chicago this morning with an entire new crew excepting conductor. The old crew reported for work this morning and begged to be taken back, but were told that their services were not wanted. Locomotive Foreman McGregor was kept up all last night by the strikers who wanted to return to work, but they were discharged instead. The Superintendent of the interlocking switch struck for higher wages, and it was granted.

Both the Fort Wayne and Grand Trunk roads are tied up here tonight. Two trains on the Fort Wayne road are sidetracked, and one train on the Grand Trunk, with 250 passengers brought through from Battle Creek. Their orders are to stay here until further notice. No trains from the West have arrived since noon on any road.

WABASH MOVES TRAINS AT DECATUR.

Only One Company of Military There to Aid the Sheriff.

DECATUR, Ill., July 5.—[Special.]—The United States Court injunction notices, in red, were today posted on Wabash buildings in Decatur. It has been quiet around the depot all day. The Wabash sent out trains in every direction and trains came in nearly on time, but there was no train from the West. There are fifty United States Marshals here to see that the court order is not violated. The Delavan and Lincoln military companies have been sent home, leaving only the Jacksonville company to aid the Sheriff, the Marshals, and the Wabash officials in moving trains. The Wabash has to date secured over fifty non-union men, twenty of whom have been forwarded to Springfield. More are expected from the East, and if they come an effort will be made to start the freight trains. Several Decatur young men, taken for non-unionists, were assaulted at the depot last night.

CAREY WILL NOT SUPPORT KYLE.

Senator Replies to Strikers—Union Pacific Moves a Pullman Train.

CHEYENNE, Wyo., July 5.—The Union Pacific sent a train from here at 2:30 this afternoon consisting of a mail car, day coach, and four Pullmans. Two engines were used, non-union firemen being on each engine. To a telegram from the local union to Senator Carey asking him to support the Kyle resolution in the Senate the following was received:

WASHINGTON, D. C., July 4.—Secretary A. R. U. No. 18: I shall not support the Kyle resolution. Should I support it you would on reflection condemn my act, and anyway I should lose my self-respect. Your order does not advocate anarchy, nor do I. Labor's enemy in times of trouble is the professed friendship of demagogues.

SOVEREIGN BOWS DOWN TO DEBS.

Master Workman Telegraphs the Dictator to Resist Any Compromise.

OMAHA, Neb., July 5.—[Special.]—Grand Master Workman Sovereign wired President Debs at Chicago last evening: "Neither make nor accept any compromise. Nothing but complete victory would satisfy our people." This telegram, Sovereign said, was sent as a measure of encouragement in order to let the Railway Union know how the Knights feel on the strike. Sovereign, in answer to a question, said he was not aware of the conditions in Chicago yesterday, having had no advices from there. If any telegrams had been sent they had probably gone to Des Moines, as he had received no news.

"Do you think it is probable any settlement is about to be reached?" he was asked.

"It is my opinion affairs will open tomorrow morning worse than ever, if anything, on account of the long continuance of the strike. The American Railway Union can settle the question if it wants to. We are merely auxiliary to it, as the strike is one of the union. I don't expect it will settle without a victory. It will compromise on a victory and nothing else.

"The Knights of Labor will not anticipate the American Railway Union, but may be depended on to back it up. The General Executive Board, of which I am a member and which has headquarters in Philadelphia, can issue an order to strike. But when it is so widely separated over the United States as now, the General Master Workman can go ahead and ask that his acts be legalized. I have telegraphed Philadelphia and the General Secretary-Treasurer to ask where the members of the board are, and he tells me to go ahead on my own judgment; but by all means, to sustain the American Railway Union as far as possible. President Debs wired me asking me to establish temporary headquarters in Chicago, and I shall wire him later in the day that I shall do so. I had already wired him of my willingness to go to Chicago."

Sovereign left this afternoon for Chicago.

A message to Judge Riner from the United States Marshal of Wyoming at Cheyenne today said he had not a sufficient force of deputies to cope with the strikers. Judge Riner sent him a telegram authorizing him to hire a number sufficient to protect Union Pacific property. There are no United States troops in the yards at Cheyenne. The troops are mostly at Salt Lake and Ogden. Judge Riner will go to Cheyenne tomorrow.

Supt. Jaynes of the Chicago, St. Paul, Minneapolis and Omaha said today there was but little change in the strike situation. In this city forty of the firemen and trainmen who quit have returned to work, and the train for Sioux City which left at 12:15 this afternoon carried a regular fireman. As a result of the strike 250 men have been laid off the Nebraska Division. These include track and bridge men, agents, and clerks at small stations. The freight men and crews in Omaha have been laid off. The total number of the employés laid off on the St. Paul and Omaha is estimated at 3,000.

The Clan Gordon Scottish picnic, 800 strong, refused to go to Blair yesterday on its excursion because the train had a non-union fireman. The picnic was indefinitely postponed.

The Union Pacific this evening laid off forty clerks because of lack of work on account of the strike.

Trains on the Union Pacific have been ordered East from Cheyenne, and it is believed they will get through as the United States troops will quiet the strikers.

COUNCIL BLUFFS IS TIED UP.

All Roads Except the Burlington Are Shut Down by the Strike.

COUNCIL BLUFFS, Ia., July 5.—[Special.]—The strike situation has not materially changed here today in its main features. The Rock Island is tied up completely and other roads are doing but little business, with the exception of the Burlington, whose officials claim the strike has hurt them but little. Grand Master Workman Sovereign was here this afternoon in consultation with leading Knights of Labor until 5 o'clock, when he left for Chicago, where he will establish headquarters. The statemen that Sovereign had ordered a strike at the request of District Master Workman Lee of District 82 is incorrect. Sovereign did not know there was such an officer as Lee. He has, however, sent out dispatches to all local assemblies of District No. 82, which includes only the employés of the Union Pacific system, ordering meetings to be held at once to vote on the question of striking. A similar dispatch was sent District Master Workman Breidensteine of Laramie. Union Pacific Lodge No. 1,300 Knights of Labor is in session here now, and will probably vote on the strike question.

APPEAL TO THE GOVERNOR FOR AID.

Passengers Stalled at Mattoon Seek Protection from the State.

SPRINGFIELD, Ill., July 5.—[Special.]—The following telegram was received by Gov. Altgeld today from a committee of passengers at Mattoon:

Three mail trains and 200 passengers detained here twelve hours by 300 strikers and situation critical. Mayor no protection beyond city limits and Sheriff absent. Can you afford relief immediately? Railroad officials unable to cope with situation.

Another one from Mattoon said:

Referring to dispatch sent by fellow-passengers, would urge you to give immediate relief. Sick women and children are suffering, and we depend upon the State for relief.
DR. BERNAYS.

The following was sent by the Governor to W. H. Markham and others at Mattoon:

We can furnish ample protection if local officers need it or refuse to act promptly. They must be appealed to first. I have wired the Sheriff to attend to the matter at once.

Gov. Altgeld sent the following to the Sheriff of Coles County at Charleston:

Complaint has been made to me by a number of people who claim to represent several hundred passengers who are delayed at Mattoon because railroad trains are unlawfully detained there. Are you attending to the matter? Wire me the situation. Can you enforce the law and protect the public?

The Sheriff replied:

Everything settled on the Big Four last night at midnight. All trains running.

GOV. SHORTRIDGE BOWS TO DEBS.

North Dakota Executive Acknowledges the Fellow as the Ruler of the Land.

JAMESTOWN, N. D., July 5.—[Special.]—Gov. Shortridge today requested the American Railway Union lodge here to permit trains to run for the transportation of the militia from the encampment, which breaks up tomorrow. The request was refused as being out of the jurisdiction of the local lodge, and the Governor was referred to Debs at Chicago. Debs was wired accordingly, but no reply has been received. It is not thought the request will be granted. Mail from Fargo and St. Paul will be received tomorrow, the first since the strike. The situation is quiet, no depredations to property.

ALTON RESTORES A GOOD SERVICE.

All Passenger Trains Are Running at Bloomington—Burlington Moves Freight.

BLOOMINGTON, Ill., July 5.—All passenger trains on the Chicago and Alton road were running today and all were nearly on time but one from Chicago, which was three hours late. Some of the passenger trains will run tonight.

GALESBURG, Ill., July 5.—The Chicago, Burlington and Quincy sent east from here today 200 cars of meat. At Streator the Illinois, Indiana and Iowa took the trains. The officials here have not yet received orders to ship freight accummulating here to Chicago.

FREEPORT, Ill., July 5.—The striking switchmen at this point held a meeting this afternoon and decided to resume work this evening.

Chief Arthur Settles a Strike.

COLUMBUS, O., July 6.—Chief Arthur of the Brotherhood of Locomotive Engineers arrived in the city today and advised the engineers of the Hocking Valley railway to return to work, as they had no grievance. The firemen decided to return to work also. The American Railway Union, by refusing arbitration, has lost the strike.

BIG FOUR'S MEN QUIT.

MICHIGAN DIVISION OF THE ROAD TIED UP BY STRIKERS.

Only One Train Gets Out of Benton Harbor After 7 a. m. and an Official Has to Act as Brakeman on It—Nickel-Plate Through Trains Stalled at Fort Wayne—The Railroad Strike Extends to Points East of Chicago—Trains Lying Dead in the Yards at Joliet.

BENTON HARBOR, Mich., July 5.—[Special.]—At 7 o'clock this morning all freight trains, yard engines, and other posts of duty were abandoned on the Big Four railroad terminus here on orders received at midnight from superior American Railway Union officers. The regular passenger and mail trains got away on time just before the strike, which was caused by the company receiving for shipment to Chicago from St. Louis thirty carloads of potatoes to be transferred to boats here. The mail and express, due to leave south at 3 p. m., was made up only on the orders of Big Four Attorney Samuel H. Kelley, who ordered the train made ready for movement and then it was backed into position. Conductor Arnold would not move the train till the crew was complete, saying, "We want a brakeman before we go." A private session of the American Railway Union was held to settle the question, but the brakemen refused to go on except on condition that no passengers be accepted, there being 100 waiting to go on board. The train did not leave till 6:10 p. m., when General Freight Agent Buchanan took the brakeman's place.

It is rumored by Big Four men that a general stoppage of traffic through here on the Chicago and West Michigan road will occur within the next twenty-four hours. The Graham & Morton Transportation company's freight handlers decline to accept anything from the Big Four during the strike. It is rumored the Vandalia line and boat lines are to be tied up.

ANDERSON, Ind., July 5.—Under orders from Debs twenty-five switchmen, trainmen, and baggagemen here quit work. Mail train No. 23 was delayed an hour. The men who went out are not in sympathy with the order. It is the belief of the Big Four officials that no trains will go out this evening.

ANDERSON, Ind., July 5.—[Special.]—American Railway Union men here went on strike this morning on receipt of a telegram from Debs. The strike seriously effects the Indianapolis and Michigan division of the Big Four intersecting here. Passenger and freight trains are tied up here and the roads are blockaded.

DETROIT, Mich., July 5.—[Special.]—The strike situation in Michigan tonight is not reassuring to the companies. Not only is the strike spirit spreading to all classes of railroad men, but the general public is certainly egging the men on to go to their limit. The Chicago and Grand Trunk at Battle Creek was able to move mail trains and a few passenger trains under Deputy Marshals' escort. The Wabash here is tied up completely. The Michigan Central has been warned not to present any more Cincinnati, Hamilton and Dayton trains to its men to carry out of the Union Station here with Pullmans attached, and rumor has it that the yardmen are going out at midnight anyway. The Chicago and Grand Trunk moved some trains out of Port Huron.

WABASH, Ind., July 5.—[Special.]—The Michigan Division of the Big Four road is tied up its entire length from North Vernon to Benton Harbor, 250 miles, so far as its freight traffic goes, while its passenger business is also suffering severely. The roundhouse men at 1 o'clock struck. The day switching force refused to make up southbound passenger train No. 21, and Conductor Milford and his train crew declared they would not take it out. Trainmaster Courtright and Chief Dispatcher Murphy then made up the train and it departed in their charge two hours late. At noon today northbound local freight No. 82 was abandoned here and no freight trains have been sent out of either terminal since morning. When north-bound express No. 24 from North Vernon arrived here today it was surrounded by a large crowd of strikers. Master Mechanic Doelder cut off the locomotive and it was run into the roundhouse, leaving the train at the station. Two hours later Smith, a non-union engineer, agreed to take the train out and did so amid the jeers of the crowd. The men say they will not permit outsiders to take their places, and that tomorrow they expect to have everything save the mails tied up.

WARSAW, Ind., July 5.—[Special.]—On the Big Four line double trains were headed out each way last night, but the night express, accommodation trains each way, mail trains, and limited each way are tied up at this point with several hundred passengers, and six cars carrying mail. United States Marshal H. D. Doll is in the city with an injunction to serve on the local American Railway Union officials or any one who may seek to interfere with the moving of the mail trains. The firemen have struck and the engineers refuse to work with non-union men.

TRAINS LIE DEAD AT JOLIET.

Only a Few Are Moving at the Penitentiary Town.

JOLIET, Ill., July 5.—[Special.]—All Rock Island passenger trains have gone out from here. A mail train that went to Blue Island at 11:20 returned at 7 with the same mail, which was transferred to the Santa Fé and the train pulled out for the West this forenoon. A meeting of railroad men decided that every engineer, fireman, switchman, and gatemen would stop work at noon, which order was promptly obeyed. The Chicago and Alton was doing nicely up to 12 o'clock, but since then there has been a change.

The officials of the Santa Fé at 2 o'clock reported that their men were working all right and had received no orders from the President of their union to quit. The passenger service is complete and trains are arriving and departing on time, with a good freight business. For the third time in as many days the employés of the Elgin, Joliet and Eastern are out, acting upon the decision of a meeting held Wednesday night. Every engine in Joliet is dead. A meeting was held this afternoon, resulting in forming a new lodge of the American Railway Union with 120 men. Another meeting is being held tonight to induce the Michigan Central men to quit.

ROODHOUSE, Ill., July 5.—The Chicago and Alton engineers, who met here to consider their part in the present strike, ended the session at noon today. A Grievance committee of five was appointed to go with the regular Adjustment committee of the order and confer with Chief Arthur and General Manager Chappell of the Alton. The engineers decided to go to work pending this conference. The delegation left here on a special train for Chicago at 2 o'clock this afternoon.

PEORIA, Ill., July 5.—[Special.]—It is expected the American Railway Union men here will strike in the morning, blocking everything here and at Pekin. They were to have gone out tonight, but decided to clear the yards. A conference will then be held.

FREEPORT, Ill., July 5.—The Northwestern passenger train from Chicago was derailed in the Freeport yards this morning, some person having tampered with the switch. The train was not going fast at the time, so little damage was done.

EAST CHICAGO, Ind., July 5.—[Special.]—The latest development of the strike here is the anticipated strike of the street car employés tomorrow morning. The strike will take effect at 6 o'clock, and this will completely isolate this place from all surrounding towns. There have been no trains through the city since noon except the morning mail. The Calumet Terminal called on each and every one of its employés here today and asked them to report for duty, but every man refused to do so but one engineer.

LOGANSPORT, Ind., July 5.—[Special.]—The Pan-Handle yards are practically dead. The American Railway Union lodge here was organized some weeks ago with forty members and yesterday added over a hundred to the list. Other members were enrolled today and a membership of 350 is claimed. The switchmen are principally involved in the strike tonight, but the organization draws from all classes of employés.

NICKEL-PLATE TIED UP TIGHT.

Three Passenger Trains Stalled at Fort Wayne—May Reach Fort Wayne Road.

FORT WAYNE, Ind., July 5.—[Special.]—The American Railway Union has now over 700 members in this city. Robert Miller, an employé of the Nickel-Plate road, has completely tied up the company's business in this city. Even the section men are out. The west-bound passenger train came in on time at 2 o'clock this morning, but it got no further. There are twenty-six through passengers on the train. The west-bound afternoon train of the same road arrived here at 1:45 p. m. on time and is standing on the track behind the other one. The passengers scattered. The other through train headed for Chicago at 7:10 is also lying here with all its passengers aboard. An official of the road offered $1,000 to any man who would take the through train to Chicago, but no one responded.

The Wabash managed to get a train through from the West at 2 o'clock this morning. It started from Danville and had on board the east-bound mail and express matter that had been accumulating at that point for two days. There were three passengers on the train. The west-bound train passed through at 8:05 on time.

An order was received from President Debs at 4:39 p. m., it is said, ordering a strike on the Pittsburg, Fort Wayne and Chicago road tonight. However, both the west-bound passenger trains, which reach Fort Wayne before dark, went through on time without molestation.

STATE IN THE GRIP OF STRIKERS.

California Roads Do Not Move a Wheel—Mails Go and Come by Steamer.

SAN FRANCISCO, Cal., July 5.—The seventh day of the great railroad strike closes with the blockade more complete in Northern California than it has been at any time since Debs ordered the railway union men to tie up the Southern Pacific. At Oakland and Sacramento the embargo of the strikers is absolute, not a wheel being allowed to turn and at no other point in the State is the Southern Pacific doing any business.

Sacramento continues to be the center of interest. After the conflict there Tuesday between the strikers and strong forces under the United States Marshal and the Chief of Police, and Wednesday between the strikers and the State militia, it was feared there would be a serious outbreak there today. The conflict that seems to be unavoidable has been delayed, however, for at least another day. Early this morning the strikers were reinforced by 150 men from Truckee, who came into Sacramento on a freight train. Soon afterwards a train from Dunsmuir bearing 100 heavily armed strikers assembled there. These men have created no trouble, however. No attempt to bring out the militia was made, and tonight the American Railway Union men are in possession of Sacramento depot. Gen. Dimond, chagrined at the action of his troops yesterday in refusing to move upon the strikers, this morning left Sacramento and returned to San Francisco. Before doing so, however, he sent two companies from Stockton home in disgrace and issued an order depriving the Sacramento companies of their arms and uniforms.

At Oakland the strikers are in absolute control. There, too, the State militia proved of no avail, for the sympathy of the militiamen is with the strikers. Companies from Petaluma, San Rafael, and Santa Rosa had been ordered to Oakland, but they were sent home without being ordered against the strikers. This morning the company fired up two switch engines in Oakland. No sooner had this been done than a mob of 300 strikers bore down upon the yards, pushed past the unresisting Deputy Sheriffs, and captured the locomotives. They ran the engines on the switches, blew the steam, raked out the fires, and let out the water. The railroad officials made no further attempt to turn a wheel.

All the regular ferry boats running between Oakland and San Francisco have been stopped and to make the blockade more complete three big ferry boats that were temporarily running up Oakland Creek grounded at low tide. From 6 to 10 o'clock this morning there was no communication. The first Oakland boats to reach San Francisco arrived at 10:30.

Coastwise and even Eastern mail is now coming into and going out of San Francisco on ocean steamers. The steamer Walla Walla sailed for Puget Sound this morning with tons of general mail for Washington, Idaho, British Columbia, and for the East. Letters sent East will go over the Great Northern.

NO WESTERN MAIL AT BUFFALO, N. Y.

Express Companies and Railroads Refusing Business—Meat Supply Short.

BUFFALO, N. Y., July 5.—[Special.]—The strike now affects Buffalo seriously. Mails from the West are shut off and the railroads can get through no trains. The only trains arriving here today were locals made up at points this side of the strike belt. These brought only local mails. The postoffice authorities received word tonight that no mails need be expected from Chicago. The express companies are accepting little matter for the West. Their cars are tied up. The freight agents also are refusing freight for Western points, accepting only from shippers who will start it subject to delay. Lake Shore train No. 12 due here at 3:30 p. m. was on time. Three mail cars usually a part of the train were missing. The train was made up at Toledo and run through without taking any mail from west of that point. Limited train No. 10 on the Lake Shore due here at 7:50 this morning was abandoned somewhere on the line. No. 4 due at 11:30 was also abandoned. No. 14 has not been heard from on the Nickel Plate. Train No. 6, due here at 7:05 a. m. was annulled. The Michigan Central has suffered least, but it will be affected tomorrow. A meat famine here is inevitable unless the strike ends speedily. Several thousand head of cattle arrived Tuesday and Wednesday, but this furnishes only temporary relief. Buffalo supplies a large section of New York and Pennsylvania and the scarcity of meat will be serious. Prices advanced today from one to five cents and dealers are cutting orders in half. Fruit will last longer than meat, but prices are advancing.

PHILADELPHIA, Pa., July 5.—The Western strike has affected the price of fruit as well as meat in this city. It is almost impossible to get any fruit from California, and dealers are worried over the situation. Two-quart baskets of peaches which sold for 30 cents before the tie-up are now retailing at $1.15 per basket.

CITIZENS TAKE AWAY THE MAIL.

Eastern Illinois Train Still Stalled at Brazil, Ind.—Strike at Champaign.

BRAZIL, Ind., July 5.—[Special.]—Another effort was made today to secure an engineer and fireman to pull the Chicago and Eastern Illinois passenger train. Engineer Gilmore consented to take charge of the engine, but a fireman could not be secured. Citizens came down on hand cars from several points along the road and took the mail on hand cars to its destination. A crew on a local freight quit work here on the Vandalia because they were asked to do some switching.

CHAMPAIGN, Ill., July 5.—[Special.]—Thirty employés of the Illinois Central here, members of the A. R. U., have struck. The service is not crippled to any great extent in this city. Passenger and mail trains are passing through on time and some freight trains are moving. At the Urbana shops, where 250 men are employed, seventy-four failed to report this morning for work. The Sidney branch of the Wabash is tied up, there having been no trains running into this city for three days.

FORREST, Ill., July 5.—[Special.]—Everything has been quiet in strike circles in Forrest today. It is expected an effort will be made to run the mail trains on the Wabash line between Forrest and Streator tomorrow. No trains have been run on this line since Monday. On account of the strike many night telegraph offices have been closed.

Roads Resume Business at Denver.

DENVER, Colo., July 5.—The receiver of the Gulf system announces the road is open for both passenger and freight business. The Rock Island now receives freight of all kinds as well as passengers. The Santa Fé started a train for Chicago tonight and announces it is running in perfect order. The Union Pacific road runs its westbound trains as far as Cheyenne only.

Louisville Men Refuse to Strike.

LOUISVILLE, Ky., July 5.—Committees representing the Brotherhood of Locomotive Engineers and Order of Railway Trainmen on the Louisville and Nashville road notified Manager Metcalf today they had decided to not strike and that the members of the American Railway Union had been notified if they struck they would receive no sympathy from those organizations.

Say Telegraphers Will Strike.

EMPORIA, Kas., July 5.—Grand Chief Powell and Assistant Grand Chief Dolphin of the Order of Railway Telegraphers have been holding conferences with the strikers in this city. It is claimed by the strikers that the telegraphers on all the roads will be ordered out.

Traffic at Memphis Impeded.

MEMPHIS, Tenn., July 5.—Traffic is suspended on the Kansas City, Memphis and Birmingham, Kansas City, Fort Scott and Memphis, and Iron Mountain roads. Other roads are moving in fairly good shape.

VIOLENCE AT DELRAY.

STRIKERS PREVENT THE MOVEMENT OF WABASH TRAINS.

They Throw Firemen and Engineers from Engines and Warn Them Not to Go to Work Again—Gov. Altgeld Orders a Military Company to Springfield to Clear the Way for a Train Which Is Held by Strikers—Six Fires at Litchfield, Ill., Are Charged to Incendiaries.

DETROIT, Mich., July 5.—[Special.]—Strikers at Delray, just outside of Detroit, indulged in their first act of violence this afternoon. When the limited for Chicago on the Wabash left Delray at 2:20 odds were long that it would reach Chicago on time at 10:15 tonight, as the supposedly most dangerous point on the line was passed. Deputies were many and strikers few. The situation was reversed when the bridge just below Delray was reached. There the strikers were many and deputies missing, and when the train slowed down for the bridge strikers mounted the engine and threw out the engineer and fireman, telling them not to be caught on an engine again until the trouble was over. The train was then pushed up the track so as to make it convenient for the passengers to take the electric cars back to Detroit, the engine pulled down the road and "killed," and the strikers melted away. The train stands there still.

Shortly before 6 o'clock the Wabash passenger train, which left Chicago at 8:32 this morning, hove in sight in charge of non-union enginemen and a conductor from Chicago. The train was stopped and the strikers made for the engine, while twenty deputies stood by without raising a finger. Before the engine was reached the cries of "scabs" had frightened the Chicago men, and both fireman and engineer jumped from the cab and took to their heels, so closely pursued by the jeering mob that the fireman jumped into the River Rouge and swam across to the marshy farther shore. The engineer was caught but was not harmed, the strikers being content with warning him to not again take the place of a striker. The fireman was finally induced to swim back and take a similar warning.

The train, known as No. 50, was then put in charge of a couple of strikers and brought into the Union Station here. The Wabash then decided that it had enough of it for the night and is not attempting to move a wheel. Some of the men refused to go out with trains this afternoon and a train crew could not be found when wanted. Rumors are flying around that everything is to be tied up on all the lines at or soon after midnight. The deputies claimed to have been overawed by superior numbers, but the fact is they are notoriously in sympathy with the strikers.

TROOPS WILL CLEAR THE WAY.

Strikers Stop a Train at Springfield—Mayor and Sheriff Do Nothing.

SPRINGFIELD, Ill., July 5.—[Special.]—The Wabash had more trouble here today. A passenger train came in from Jacksonville this morning. It was not molested until the engineer attempted to switch to take on two mail cars. Then the strikers surrounded the engine. The engineer declined to move the engine until the track was cleared, the railway officials sent for Mayor Kramer. He appeared on the scene and made a speech to the mob, but did not attempt to disperse it. Sheriff Murray was appealed to and he went to the scene of the trouble with a number of deputies. He commanded the mob to disperse. Instead of scattering the mob surrounded the deputies and that was the last seen of the latter for the rest of the day. The crowd remained solidly packed in front of the engine until 5 o'clock, when the engine was backed into the round-house. The name of the engineer in charge was Carland. The strikers say he is a stationary engineer employed at a mill in Decatur and that the railroad company agreed to pay him $800 to take the train from Decatur to Jacksonville and return. After he left the engine this evening the local engineers initiated him into their lodge.

United States Marshal Brinton, while the mob was assembled, served summons on about fifty of the strikers, commanding them to appear at the August term of the Federal court to answer the charge of contempt of court. The Wabash will probably be able to move its trains tomorrow.

This evening Gov. Altgeld ordered the militia company at Taylorville to proceed to this city at once. It will arrive tomorrow morning and quiet will be restored. Engineer Carland was arrested on the charge of running his train through the city at a higher rate of speed than allowed by the city ordinances. The railway officials went on his bond.

[A telegram was received last night in Chicago from Quartermaster Bell at Camp Lincoln to the effect that he and his detail of thirty men of the Seventh Regiment had been ordered to Springfield to move Wabash trains and disperse mobs.]

SIX FIRES AT LITCHFIELD, ILL.

Wabash Company Believes Incendiaries Are Responsible.

LITCHFIELD, Ill., July 5.—This city was the scene of six fires this morning, and either the striking railroaders or people in sympathy with them are accused of incendiarism. The first fire occurred at 2 o'clock in a caboose in the Wabash yards. The second was the Wabash freight-house. It was extinguished, however, before much damage was done. The oil-house, containing several barrels of lubricating and coal oil, was the third. The stock-pen and a large pile of railroad ties saturated with oil then claimed the firemen's attention, and after a hard-fought battle were extinguished. The Big Four freight-house also had a narrow escape, being set on fire presumably by the same parties. Trainmaster Cotter this afternoon asked Mayor Barefoot for police protection, but he flatly refused to grant it, saying the corporation was supposed to furnish its own watchmen. Engineers and firemen on almost every train are insulted and intimidated.

BURLINGTON HURT AT KANSAS CITY.

Hannibal and St. Joseph Switchmen Strike at That Point.

KANSAS CITY, Mo., July 5.—The strikers' ranks were reinforced here today by a walkout of the switchmen in the Hannibal and St. Joseph yards. The strike on the Hannibal is particularly damaging to the Burlington company, for the latter has been doing an enormous freight business since the beginning of the strike, owing to the fact that no trouble of any magnitude had been felt on any part of the system.

Alton Engineers to Confer with Officials.

ROODHOUSE, Ill., July 5.—The Chicago and Alton engineers, who have been in secret session here since yesterday afternoon, appointed a Grievance committee which left on a special train for Chicago this afternoon to confer with Chief P. M. Arthur and C. H. Chappell, General Manager of the Alton. The engineers decided to return to work pending the result of this conference.

Few Trains Moved at Los Angeles.

LOS ANGELES, Cal., July 5.—Under shelter of the United States troops the Santa Fé sent out a few trains today. A train was dispatched to San Diego. It is also reported that a train went out of San Bernardino under the protection of Deputy Sheriffs. At the Southern Pacific yards, notwithstanding the presence of United States troops, no trains were sent out.

Trains Abandoned in South Dakota.

SIOUX CITY, Ia., July 5.—Dispatches from South Dakota points show the strike is beginning to be felt in that State. All freight trains on the Dakota Central Division of the Chicago and Northwestern railroad were abandoned this morning in compliance with an order from the Chicago office.

Ask for Troops in Missouri.

ST. LOUIS, Mo., July 5.—General Manager Hays of the Wabash has asked Gov. Stone to send militia to Moberly to protect his trains and men from acts of violence by strikers. The Governor replies that he will prevent the forcible detention of trains and bring to punishment all violaters of the law.

Grievance Committee Starts for Chicago.

CLEVELAND, O., July 5.—The Grievance committee of the Brotherhood of Locomotive Engineers on the Lake Shore was called to Chicago today. Nothing can be learned here as to the cause of the call.

The Tribune.

FOUNDED JUNE 10, 1847.

TERMS OF SUBSCRIPTION.

SINGLE COPY	2 CENTS

BY MAIL—IN ADVANCE—POSTAGE PREPAID.

Daily Edition, one year	$6.00
For two months	1.00
Daily and Sunday, one year	8.00
Sunday Edition, one year	2.00
Saturday Edition	1.50

Give postoffice address in full, including county and State.

Remit by express money order, draft, post order, or in registered letter, at our risk.

TO CITY SUBSCRIBERS.

Daily, delivered	12 cents per week
Daily, del., Sunday inc	17 cents per week

Address THE TRIBUNE COMPANY,
Corner Madison and Dearborn-sts., Chicago, Ill.

EASTERN OFFICE—40 NEW YORK TIMES BLDG.

Persons desiring THE TRIBUNE served at their homes can secure it by postal card request or order through Telephone No. 214. Where delivery is irregular please make immediate complaint to this office.

POSTAGE.

Domestic.

8, 10, and 12 page paper	1 cent
Saturday paper (16 pages)	2 cents
Sunday paper	3 cents

Foreign.

8, 10, and 12 page paper	2 cents
16 to 20 pages	3 cents
22 to 28 pages	4 cents
Over 28 pages	5 cents

Persons leaving the city during the summer can have "The Tribune" forwarded to them to any place in the United States or Canada without extra charge. The address may be changed as often as desired.

FRIDAY, JULY 6, 1894.

And still ex-Boss Croker throws no light on the question as to how he got it.

Railway time-tables continue to be deceptive and utterly untrustworthy.

Uncle Sam's mails will be moved if it takes all of Uncle Sam's males to move them.

In speaking the name of Debs the great American public is strongly inclined to use a big, big D.

Out of the strike has come one great good. It has enabled the people partially to forget Breckinridge.

Did ever a Governor have better opportunities to prove himself a great man than Altgeld has had?

In times like these some idea may be gathered of the infinite distance that yawns between John P. Altgeld and Dick Yates.

A mineral deposit of considerable extent has been found near Maysville, Ky. The discoverers, to judge from the dispatches, fear it is silver.

The unreasoning character of the strike was exemplified yesterday in the attack on the Lake Shore passenger train. The train contained a mail car and five sleepers, but the latter were not turned out from the hated Pullman shops nor running under the management of the Pullman company. They were Wagner cars, and therefore belonged to an opposition line, but that fact made no difference to the infuriated strikers. They stopped the train, and hurled epithets at the passengers, who certainly had given no cause for offense. Possibly Debs will disclaim all responsibility for this, and also for the forced stoppage of the car carrying the United States mail.

The New York stock market was surprisingly firm considering the labor situation. The local market was dull and irregular. Sterling rates are firm, but no further gold engagements are announced. New York exchange sold at 60@70 cents premium.—The leading produce markets were only moderately active, wheat showing decided weakness under bearish crop advices, lower cables, and the general unrest growing out of the labor troubles. As compared with the latest prices of the previous day September wheat closed 2 cents lower, corn ¼ cent lower, oats steady, cash rye steady, barley and flaxseed weak, September pork steady, and lard and ribs 2½ cents higher.

In the office of Mayor Hopkins yesterday some one of the Debs party, probably Debs himself, denied that the men who had overturned cars, harassed the troops, and otherwise created disturbances on the railroad tracks were American Railway Union members. Will Mr. Debs and his associates be kind enough to tell who did these things? Who were the mobocrats? Can it be possible that the railroad managers hired a lot of thugs to destroy the property of the railroad companies, interrupt their business, and damage their customers? And if not, who else is responsible for the outrages which even Debs himself does not deny have been committed? Will he succeed in convincing a jury in the Federal Court that he is innocent of these crimes against property and person? Probably not. The jury will be less complaisant than was Mayor Hopkins.

The *Staats-Zeitung* says that of the delegates to the American Railway Union which met here and resolved on a strike against the government and conspired to detain inter-State commerce and obstruct the transportation of the mails only one had a German name, and he was not born in Germany. The German paper is justified in expressing its gratification over this fact, which bears witness to the common sense of German-American citizens and their loyalty to the government and the laws. They were loyal when the secession rebellion broke out, and they are equally so now when disloyalty is manifesting itself in a new form. They would rather be at work, earning and saving money, than rioting, blocking the operation of railroads, and harassing people in other parts of the country by depriving them of their food supplies.

Some days since a dispatch was sent from Indianapolis to Chicago papers representing that Judge Baker of the United States District Court, when the tied up Monon officials applied to him for relief, replied: "If the "company would not haul Pullman cars on "the mail trains there would be no need to "take the matter into the courts, as the "trains would not be stopped." The reply was received with general astonishment, coming from a United States Judge, and provoked unfavorable comment among the friends of law, order, and justice, while it was hailed with acclamations by Debs and his followers. In a letter which has been made public, however, Judge Baker declares that the reply he is said to have made "is wholly false, as at no time or place did I "ever utter or entertain such a sentiment." This is a sufficient denial of the absurd story, for it was simply inconceivable that a United States Judge should have taken such a position.

Dictator Debs' strike is costing the American Railway Union a round $2,000 a day for telegraphing, clerk hire, traveling expenses, etc. Of course Debs does not pay this. Dictator Debs is paid a salary of $3,000 a year. Vice-President Howard is paid $2,000 a year. The Secretary is paid $2,000 a year. Six members of the Executive Board are paid $1,500 each. This makes $16,000 a year for these officials. Of course Debs does not pay these salaries. The American Railway Union pays these salaries, and it will be assessed to pay these extra expenses. In the meantime the members of the A. R. U. are losing their wages, and have been for a week or more. How they are to raise the money to pay for this expensive amusement which Debs is furnishing them is the interesting problem they will have to consider when this ruction is over. This will not trouble Debs. His salary will run on, and likewise that of his lieutenants. They average nearly $2,000 a year each. How many of Debs' men whom he has ordered out earn that much?

Eight passenger trains stranded in the yards at Mattoon in this State, and some three hundred people waiting there "patiently" to be taken to their destinations. This was the situation on the national holiday, but the Chicago sheet which has constituted itself the organ for the strikers tells its readers that "the employés are orderly and well behaved, and have given no occasion for the presence of Marshals." Also, that "the Sheriff has not deemed it necessary to call on the government or State officials." Of course not. The passengers who had paid for transportation have no rights that the strikers feel bound to respect, nor would the strikers admit that even the mail cars ought to go forward unless the passenger coaches were detached from the trains. Possibly they will see the matter in another light before the United States has done with Debs & Co.

Our railroads have been built, mostly within the last forty years, on charters by the States and the General Government. They have cost nearly every dollar the American people had to spare; probably six billions of dollars now are invested in them or twice as much as it cost to put down the rebellion, considerable of this having been borrowed from Europe, and we have almost half the railroad mileage of the world. The inter-State commerce law was passed with the primary intention of keeping the railroad corporations in restraint, preventing them from oppressing the individual, and applying the principles of the old common law to the new methods of transportation which have come into being recently. But the same law imposes on the government the duty of furnishing protection from assault or other interference with the commercial current as it flows along the railroads while they are attending to the performance of the duties they have undertaken, and this is one of the most important responsibilities of the administration. It *must* enforce the law, and Congress is recreant to its duty if it do not uphold as far as necessary the hands of the administration in the enforcement. Hence the step taken by the strikers is so unlawful that if they had understood its true character they never would have dared to array themselves under the banner of Debs, and if he were not intensely ignorant he never would have presumed to issue an order which in fact amounts to little short of a declaration of war against the United States.

HOW THE STRIKE COULD BE QUICKLY SETTLED.

If every man who has taken part in the strike at the railroads and each one who has looked on with more or less of approval could see the conditions in the their true light the contest would die out as darkness flies before the rising sun. If each one has clearly impressed upon his brain the fact that the strike is an assault, not on George Pullman or his company, but on the inter-State commerce and mail service in the United States, which the Federal Government is solemnly bound by law to protect, and that, therefore, it is a strike against their *own National Government*, the assault on the trains would cease at once. Every striking citizen then would reflect that he had no quarrel with the National Government and neither reason nor wish to war against it. The strikers would admit to themselves that their dispute is not with the administration of President Cleveland, and not to be settled by a fight with the armies of the United States. They would retire from the contest. And the members of the Executive Board of the A. R. U., if the same idea could be impressed upon their minds, would pass a resolution ordering Debs to issue a proclamation declaring the strike off because they had discovered the strike is an interference with inter-State commerce and mail service in the United States, which the National Government *is bound to protect*. They would resolve that they had no wish to come into conflict with the Federal authority, and that the Pullman strike must be settled along some other lines, if at all.

The situation was tersely described by Gen. Miles when he said that "the railroads are great public highways, the arteries of commerce and the life of the Nation, that to destroy the avenues of communication is like paralyzing the arteries of the system," that Congress having prescribed regulations under the inter-State commerce act and the acts governing mail communications, it becomes the duty of the government to see that these avenues of communication are not destroyed or interfered with, that the President has authority to exercise the whole power of the government in this matter, and may order out troops from the different States without communication with the Governors if he so desires. He said that the men who engage in usurpation, mob violence, or the illegal possession or destruction of property, do so at the peril of their personal liberty or their lives, that if his men open fire they will take aim and will shoot to kill, and will keep on shooting as long as it is necessary. Surely no man who takes this into consideration will feel that he can afford to riot.

The railroads of the United States are essential to the welfare and even the existence of more than sixty-eight millions of people, and if we include five millions north of the Canadian border and twelve millions of Mexicans, whose lines connect with ours and in large part have been built with funds furnished from the United States, the population affected exceeds eighty millions. To paralyze the railroads for any considerable time would throw us back into very wretched and primitive conditions, cutting off the supply of food and fuel to the cities and stopping short all their commercial and manufacturing industries, isolate the farmers from all the rest of the world, lengthen out again to several months the time required to cross the continent, and destroy all our ocean as well as internal commerce. It would cut down to zero the earning power of the whole people. Every citizen of the United States is vitally interested in having all the railroad trains move on schedule time with absolute punctuality and the utmost possible safety to freight as well as the persons of passengers. And whatever additional laws would insure greater punctuality and safety ought to be passed in the interest of the whole public.

The only compromise possible is not between the strikers and the railroad management, but between the strikers and the General Government, and it must be an unconditional surrender. The strikers must submit without quibble or question, and the longer they delay to do this the worse it will be for them. After they have submitted those of them who are arrested and proved to have committed overt acts may plead ignorance of the law in mitigation of punishment, but will have no other recourse than to throw themselves on the mercy of the court. Furthermore, no organ of the strikers is doing its duty by them, and no newspaper is doing its duty to the public if it fails to explain these things to its readers. And such dereliction will render it partly responsible for the mischief that may follow for lack of explanation.

DEBS' SPECIAL PLEA.

Having now before his eyes the prospect of an indictment for conspiracy by a United States grand jury and a trial in a United States court, where there will be no jury-packing, Mr. Debs says nervously: "The boycott "[as he calls the conspiracy] was ordered by "the general convention of the American "Railway Union, held in this city, and I individually am not responsible for this trouble. "I do not fear courts or juries, as I am "innocent of any crime."

Mr. Debs can no more shelter himself behind the illegal orders of a "convention" or the illegal votes of lodges of the Railway Union than Jeff Davis could have demanded immunity on the ground that he was merely carrying out the orders of secession conventions and was the mouthpiece of the rebelling citizens of several States and that he wanted to be let alone. Debs is the head and front of this conspiracy against inter-State commerce, as Jeff was of the one of 1861 against the National Union, and he cannot evade his responsibility. The United States law says:

> Every combination or conspiracy in restraint of trade or commerce among the several States, or with foreign nations, is hereby declared to be illegal. Every person who shall engage in any such combination or conspiracy shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding $5,000 or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court. The several Circuit Courts of the United States are hereby invested with jurisdiction to prevent and restrain violations of this act; and it shall be the duty of the several District-Attorneys of the United States, in their respective districts, under the direction of the Attorney-General, to institute proceedings in equity to prevent and restrain such violations.

The statutes of the United States say also that—

> Every person who entices, sets on foot, assists or engages in any rebellion or insurrection against the authority of the United States or the laws thereof, or gives aid or comfort thereto, shall be punished by imprisonment not more than ten years, or by a fine of not more than $10,000, or by both of such punishments, and shall, moreover, be incapable of holding any office under the United States.

Another section reads:

> If two or more persons in any State or Territory conspire to overthrow, put down, or to destroy by force the Government of the United States; or to levy war against them; or to oppose by force the authority thereof, or by force to prevent, hinder, or delay the execution of any law of the United States, or by force to seize, take, or possess any property of the United States contrary to the authority thereof, each of them shall be punished by a fine of not less than $500 and not more than $5,000, or by imprisonment with or without hard labor for a period of not less than six months nor more than six years, or by both such fine and imprisonment.

Every man engaged in this conspiracy to restrain inter-State commerce is guilty, but guiltiest of all are the leaders, the men whose heads planned and whose hands executed. When they are brought up for trial their paltry plea that they were automatons who merely obeyed the orders of a convention which they ruled and whose votes they inspired, or the directions of lodges which they organized and bossed, will be swept aside contemptuously by the presiding Judge. They cannot thrust their dupes between them and justice. They are the ones who sowed, and they must reap.

A SOUTHERN VIEW OF THE STRIKE AGAINST THE LAW.

The Richmond (Va.) *Times*, one of the stanchest and most radical of Southern organs, comes to the front in no uncertain manner as to Debs' resistance to law and his attempt to paralyze the commerce of the country. It says:

> That part of the resolution which Senator Call offered at the same time that Populist Kyle uttered his note of woe, which demands an investigation of this outbreak, is one which should be promptly adopted. Congress should appoint committees to look into this matter and frame such broad legislation in the interest of commerce between the States as will make it clearly unlawful to have that commerce interfered with hereafter upon any pretext whatever. The subject is one which the framers of the Constitution intended that the Federal Government should have complete control of, and it *should promptly assert the powers conferred upon it and protect the American people in this, one of their most vital rights.* Meantime all good citizens should let the administration know that it has their cordial and enthusiastic backing and indorsement in every move it shall make under the authority of existing laws to suppress the present disorders and compel all discontinuance of attempts to interrupt the traffic and travel of the country. *This is Uncle Sam's fight, and all his nephews worthy of the name are at Uncle Sam's back in it.*

This is a significant utterance. It shows that if those violators of the law should carry their opposition so far as to become absolutely dangerous the South would join the North in meeting that resistance and putting it down. Mr. Cleveland would not be in the position that Mr. Lincoln was, with a solid South against him. He would have a solid South with him—a solid South which alone could put down a dozen such outbreaks—a solid South which would like to show its patriotism by rallying round the flag against which it once fought.

INDIANA SUIT AGAINST A SALOONKEEPER.

Much attention is being paid in Indiana just now to a suit brought there by a wife against a saloonkeeper who sold liquor to her husband. The man got very drunk at this saloon and then went home and beat his wife so cruelly that she was laid up for some time. She has now sued the saloonkeeper for $5,000, and the popular verdict in Indiana is that she ought to recover.

The law in that State is much the same as it is here. The Illinois statute provides that—

> Every husband, wife, child, parent, guardian, or other person who shall be injured in person or property or means of support by any intoxicated person, or in consequence of the intoxication, habitual or otherwise, of any person shall have a right of action in his or her own name against any person or persons who shall by selling or giving intoxicating liquors have caused the intoxication in whole or in part of such person or persons.

This law is broad and specific enough, but the virtue has been so taken out of it in this county by technical decisions of unfriendly Judges that it is seldom a suit is brought under it now, though there is abundant cause for bringing a great many and winning them. One Judge went so far as to hold that there could be no recovery unless the plaintiff could prove that the saloonkeeper knew that the person to whom he sold the liquor was in the habit of getting drunk or had been notified not to sell to him. Another Judge thought the plaintiff ought to prove that the saloonkeeper himself and not his barkeeper was the one who sold the liquor.

In this Indiana case the wife ought to recover as a matter of course. There the husband got intoxicated under the eyes of the saloonkeeper. By selling the man liquor till he got drunk the saloonkeeper committed an offense. It is true that he did not expect this man to go home and pound his wife. But the wife would not have been beaten if the saloonkeeper had not got her husband drunk. So he ought to pay the damages. If he does it will be a lesson to him for the future.

JUDGE CALDWELL'S WORDS OF WARNING

The Northern Pacific road is in the hands of receivers appointed by the United States courts. A part of the road is within the jurisdiction of the Circuit Court over which Judge Caldwell presides. He has telegraphed the receivers, notifying them that—

> Every interference with the property in possession of the receivers or of the men in their employ in the operation of the road is a contempt of court and a violation of law, and no previous special order of injunction is necessary to make it so. In addition to contempt proceedings prosecutions should be instituted against every one who violates any statute, State or Federal.

After advising that the Judge of the District Court and the United States Marshal apply at once for troops because "men employed to take the places of the strikers and men who remain in the service must be protected at all hazards," Judge Caldwell concludes thus:

> It is obvious that trouble will be serious, and, I think, protracted. The issue is a momentous one. If a United States court, backed by all the powers of government, cannot enforce its lawful orders for the protection of property in its possession and of men in its employ against open and continuous resistance and violence, then civil government is at an end and the rule of the mob has set in.

The strikers ought to pay some attention to what Judge Caldwell says, for this reason. Last winter the receivers of the Union Pacific, most of which lies in the jurisdiction of his court, submitted to Judge Bundy at Omaha a new wage scale. He approved of it. Judge Caldwell set that order aside, saying that it was not proper that wages should be reduced without giving those affected a chance to appear and be heard. So he set a day on which the receiver and representatives of the employés were to appear before him and the propriety of cutting down wages was to be inquired into. That hearing took place. The Judge held that the reduction asked for by the receivers was not a proper one and the men practically retained their old wages.

This action on the part of the Judge was praised in the highest terms by the officers and members of railroad and other labor organizations. They said he was a just, an upright Judge, who would not allow himself to be made "a tool of capitalists," but who meant to "defend the rights of the workingman." Since the railroad employés had so high an opinion of him and so much confidence in him six months ago they ought to pay some attention to him now. They hailed him as a friend then. He is even more of a friend now. Then he kept the wages of some of them from being cut down. Now he is trying to keep some of them out of the jail and the penitentiary by warning them of the consequences of violating the laws and coming in collision with his court and the United States Government.

Judge Caldwell has done more in the past for railroad employés than Debs ever did. The latter should listen to him now rather than to Debs, who is endeavoring to supplant civil government and substitute for it the rule of a mob.

THE PRESIDENT A VERY FIRM MAN.

President Cleveland has always had the reputation, both among his political enemies and his political friends, of possessing one characteristic to a remarkable degree. That characteristic is tenacity of purpose, firmness in adhering to his opinion, and bulldog stubbornness that never wavers even under the most strenuous opposition. This characteristic has been tested frequently and satisfactorily.

It is the President's obvious and sworn duty to protect the inter-State commerce of the country from assault or interference and to remove all obstructions that prevent the free moving of mail trains on schedule time. He has had nothing to do with the labor dispute at Pullman and has not considered it as belonging to his official functions to interfere, but he has found extending over a wide stretch of country, with its headquarters here, a systematic, persistent, and dangerous assault or attempt to obstruct the free commerce of the country and the transportation of the mails as well as to stop the transportation of travelers and products. This he regards as an unlawful violation of the statutes of the United States which he has sworn to enforce. He regards it as his highest duty to remove these obstacles. He is the Commander-in-Chief of the army, the navy, the militia, and the posse. He is the constitutional head of the country.

Can it be possible that any striker in Chicago or in the country is so ignorant of the President's character or his tenacity of purpose as to suppose that he will quail or yield to them, that he will not employ every resource at his command to raise this embargo on commerce and remove every obstruction of every sort? If they are so foolish as to suppose that he is a demagogue who will cater to them, or a coward who will run from them, they little know the man. He has the courage of his convictions of duty and not one man in a million has more. He may not act as swiftly at the commencement as some others might, and yet his course will be as inexorable as fate in breaking down and smashing all opposition to the law.

Under such circumstances what have these men to gain by resisting the law? Cannot they realize that they are in rebellion against the authority of the National Government and its laws, that the President has his sworn duty to perform, and that he is sure to do it without any unnecessary hesitation or loss of time? That like Grant at Donelson he will demand "unconditional surrender or move immediately upon the enemy's works"? Will they not pause and consider, therefore, before they involve themselves in any further trouble, since if they were a hundred times bigger and stronger than they are they would be pulverized if they continued in resistance to the law and in rebellion against the government.

IS THIS A "SCAB" STRIKE?

The *Inter-Ocean* prints a dispatch from Bloomington, with an accompanying communication from some one who appears to be familiar with Debs' history, making the strong and significant point that this is in reality a "scab" strike and that its object is not to assist the Pullman employés but to down the old unions, particularly the engineers' and firemen's unions, and give Debs complete control. It is stated that Debs was a member of the Brotherhood of Firemen, and, because he could not displace Mr. Sargent, the head of that organization, he seceded, established the American Railway Union as a rival, organized "scabs," and took them into his new association. In his first fight with the Northern Pacific road he in reality made war upon the Brotherhood of Locomotive Engineers, the Brotherhood of Firemen, the Conductors' Association, the Brakemen's Union, and the Switchmen's Mutual Aid Association, and he is still fighting them, for not one of these associations has joined this strike because they have no grievances against the railroad companies. The communication in question says:

> His greatest effort has been not to help organized labor to better wages, but to push down the old union and establish one great American Railway Union in place of all, with himself as the dictator of all labor in connection with the railways of this country. He is conspiring against Mr. Arthur, Mr. Sargent, and all the other heads of organized labor, and is doing more to destroy the old unions than he is to help them. He has been shrewd enough to take advantage of old rules in all these unions against working with non-union men since he secured recognition at St. Paul a few months ago, and with a handful of men tie up roads and throw thousands of union men out of work. He has employed the old dislike of scabs to compel railway men to submit to the dictation of the organization of scabs.
>
> There are several hundred American Railway Union men on a strike, and they have been so distributed as to tie up great railway systems and throw many thousand organized railway men out of work. Mr. Debs' greatest success in his warfare on the old unions has been among his old associates in the Brotherhood of Firemen. He has drawn many of them from the old brotherhood into the American Railway Union. He is using these men to compel all other railway men to stop work because of their old prejudice against associating with scabs. The engineers cannot go out on an engine with scabs for their associates.
>
> But why not, when the American Railway Union had its beginning in an organization of scabs, with a bolter from an old organization for its chief? Mr. Debs has done a great deal for the recognition of scab labor. He has done more to destroy organized labor. He is chief of scabs, and as such has compelled organized labor to go on a strike. It is a peculiar development of the strike fever. Is this a scab strike?

It will not be long before this strike is at an end and its instigator at the mercy of the Federal courts. It would probably be of little use to ask his excited dupes at the present time to consider anything reasonable, but when law, order, and quiet are restored again, and they have come to their sober senses, it will be well for them to consider whether it has paid them to follow the counsels of this ambitious and hot-headed schemer for personal power, whether this attempt to break up the old unions has paid, and whether it will not be better once for all to settle this business by relegating Dictator Debs to the obscurity Martin Irons, his predecessor, is enjoying.

During this week a curious agglomeration of Socialists, Populists, Single Taxers, and Trade Laborites has been holding an inharmonious convention at Springfield. One of the points of disagreement was whether the platform to be adopted by this able assemblage should or should not contain the following plank: "The collective ownership by the people of all means of production and distribution." This means that the State should own the means of distribution, being the railroads, telegraphs, steamboat lines, etc., and also the means of production, being the land which produces crops and all the machinery used in the manufacture of goods. The free coinage and Populist farmers who were present as delegates did not object much to the State ownership of railroads, but this suggestion that their farms should be taken possession of by the State and managed by it was too much for them. That their property should be confiscated seemed wrong to them. Nor were all the Trade and Labor delegates in favor of State socialism. One of them said that if "the people" were to seize the means of production and distribution "the working men would trade Carnegie, Frick, and Pullman for another master—the State. Under the State there would be but one boss and that one T. J. Morgan. Would you take the ball and chain from your left leg and put it on your right leg?" The farmers of Illinois and the intelligent workingmen have no use for State socialism. They know how it would work.

It is reported that out of the 17,000 people who were dependent upon the Pullman company for support 13,000 are now being fed by the Relief committee. The Chairman of the committee says that it costs from $300 to $500 a day to feed them, or about $2,500 a week, and that last week the entire receipts were only $1,300. The Chairman further adds that Debs' "American Railway Union" has not contributed a dollar out of the money it promised from its funds, though Dictator Debs sends labor agitators down there to address them and exhort them to keep a stiff upper lip. Meanwhile, owing to Debs' boycott, the prices of the necessaries of life are going higher and higher every day, which will make it still more difficult to feed these hungry people, for there is one thing Debs cannot boycott downward, and that is prices of food. But it is not alone the unemployed at Pullman who are suffering from Debs' boycott. The poor all over the City of Chicago have Debs to thank for the privilege of paying fancy prices for the actual necessities of life, for milk, fruit, vegetables, and meat, if they are able to pay for them at all. Thus Debs is levying an extortionate assessment upon the poor. The Tribune does not understand, however, that Debs or any of his high-priced assistants have contributed a dollar from their handsome, fat salaries for the relief of Pullman or their poor dupes.

A Decatur dispatch says:

> Many of the striking engineers and firemen are among the best citizens of Decatur. They own considerable property and have families who are highly respected. These men are seldom seen around the depot. They feel the seriousness of the situation keenly, and hope for an early and satisfactory termination of the tie-up on all roads.

Why in the name of common sense do not these "best citizens" end the tie-up as far as they are concerned by going back to work? Why do they lend their passive support to Debs and his fellow conspirators against the public peace and the laws of the United States? Is it proper to call a man a "best citizen" who has not the manhood to refrain from doing what he knows to be wrong when his "organization" or the head of some organization bids him do wrong? These engineers and firemen should have stuck to their engines and not deserted them and their employer because Debs told them they must do so in order, indirectly, to get at the Pullman company, especially when in obeying his orders they entangled themselves in a conspiracy. No man is bound to follow his leader into a Criminal Court. When such an order is given him it should be disobeyed.

One of the western lines of railroad having a terminal in this city does not use the Pullman cars. It has two cars that were built by the Pullman company but are owned by the railroad corporation, having been left on its hands in the settlement of a contract under which it formerly used the Pullman cars. But the Debs management demanded that these two vehicles be laid off, and on the refusal the strike was ordered to include that road. The demand scarcely was more absurd than that made on the other lines, but its conditions are more palpably unjust than in some other cases and should be sufficient to cause general disgust at the position taken by the strikers. To have conceded that point to them would have been to acknowledge that an owner of property has no rights whatever which a striker is bound to respect. It would have been an admission that the fiat of a self-constituted labor agitator is superior to all law, all reason, all justice; and that the people are worse slaves than those in any of the countries in Europe.

The high premium on gold in Argentina has been made the pretext for a demand that speculation in gold be prohibited in that country. The belief that the government seriously entertained the idea of forbidding speculative purchases and sales of gold caused much excitement among the brokers, and mercantile classes generally, which recently has been allayed by a positive statement from Dr. Terry, the Minister of Finance, that he would take no steps to check speculation. That is a wise decision. Perhaps the Minister was familiar with the result of a similar attempt in the United States thirty years ago, and if not he has enough common sense to know that such an effort would be likely to increase the evil it was desired to suppress.

The Kansas Democrats have refused to fuse with the Populists and have nominated a ticket of their own. They would have liked to unite with the Pops, for if the two do not come together the triumph of the Republicans is inevitable. But there were two things in the Populist platform the Democrats could not swallow. One of them was the indorsement of the woman suffrage amendment and the other the indorsement of prohibition. Of course the Germans who left the Republican party and joined the Democrats because of prohibition cannot be false to their convictions and they are also opposed to woman suffrage, as are the old line Democrats generally. They would have bolted a fusion ticket on a Populist platform and have broken up the Democratic organization utterly. But while the Democrats in their platform do not indorse woman suffrage or prohibition they get as near as they can to the Populists in other respects. They declare themselves in favor of the income tax, and they say they are for "the free coinage of both gold and silver upon equal terms at a fair ratio," and that they "favor a ratio of 16 to 1, all currency to be kept at a parity and of equal value." How the parity is to be maintained with free coinage at the 16 to 1 ratio they do not condescend to explain. Of course they know it cannot be done, and do not want it done. But what they do or do not want is a matter of little consequence, for the Republicans will carry the State by a good majority this fall.

On the return from Europe the late boss of Tammany was asked by a reporter if he had any suspicion of the things recently disclosed regarding the police and Captains in New York City. He replied, "Of course I hadn't," and added that all the departments are in the hands of long tried and trusted men. Suspicion and absolute knowledge are two different things, and one who is aware of that fact may feel no hesitation in accepting the denial as a truthful one. Hardly can it be believed in any other way by those who understand that for years past the amounts realized in the shape of blackmail from the disreputables and criminals exceeded those collected as authorized taxes from the citizens, and that these assessments were paid to agents of the Tammany ring—in other words, to men who are characterized by Mr. Croker as "long tried and trusted men." No one needs doubt that they were "trusted" to bring in a share of the "swag" and that they did as expected by their bosses, otherwise there would have been no further occasion for their "services." Croker told his interviewer that there is a mighty lot in the conduct of parties that an outsider cannot understand, or even suspect, and the investigating committee ought to accord him a chance of giving information on some of these things to the public in spite of his impression that the committee will not call on him to testify.

M. Casimir-Perier: Permit me to call your attention to my celebrated bullet and stiletto-proof coat. Dowe.

Col. John Warner, who is taking one of his occasional vacations as ex-Mayor of Peoria, was in Washington the other day. He told a *Post* reporter that the Democracy of his district had nominated a good man with "large means" and he felt safe in predicting his election. The Colonel's ideas of cause and effect are clear and logical, but this is not a good year for Democratic candidates for Congress, even in Democratic districts.

The esteemed *Post* is in poor business. It is quibbling over the New York date of an article in The Chicago Tribune setting forth some of the rascalities of Tammany at the last meeting of the Lexow Investigating committee, as if that were of any importance to any reader. If our e. c. will examine the local columns of the New York *Evening Post* on the day after the temporary adjournment of the Lexow committee it will find every word that was set down in The Tribune and as much more. If anything concerns the *Post* it is that the allegations of blackmail are false, but that paper does not deny the truth of a single line in the report. It simply quibbles about the date. There may have been an error in the date, but even if there were it is not material in the smallest degree. The material part of what is alleged and the truth of it are not denied. The esteemed *Post* makes the point that McClave, one of the involved Commissioners, is not a Democrat but a Republican. So much the worse, for in that case he is a "Tammany Republican" in collusion with the Tammany gang for plunder. The very esteemed *Post* would have been better employed in showing that the report is false than in quibbling about the date of the article.

It was not quite an old-fashioned Fourth of July, but with a record of more than a hundred fire alarms it is apparent that it tried to be.

Vice-Dictator Howard says all the acts of violence are committed by others than strikers. Yet if there is any blood shed in suppressing riots he will rant about "shooting down our brothers."

The active imagination of the newsboy is responsible for a great many "bloody riots."

The strike has not only got beyond the Pullman boycott, but it seems to have got beyond Debs.

Business on the Manchester Canal may pick up when this cruel strike is over.

Out of all the suspense and dread of these troublous days one great principle is evolving: The giant firecracker must go.

In its misunderstanding with Mr. Debs the United States may rely upon the strict neutrality of Mayor Hopkins.

IN A MINOR KEY.

The Crop.

Teacher—"'For they have sown the wind, and they shall reap'—what?"
Bright Pupil—"Air-plants."

Yielding to Pressure.

Great Statesman (at telephone)—"Is that the office of the *Daily Tomahawk*?"

City Editor—"Yes, sir."

"Is your interviewing reporter in?"

"He is."

"Well, send him over to Room No. 989 Gewjum House."

"Who are you?"

"Congressman Space. I am traveling through your town on business having no political significance—mark that; no political significance—and I am about to be prevailed upon, sir, after much solicitation—I think that is the proper form—to grant an interview to a representative of your paper. Send him along."

The Man Debs.

Louisville *Courier-Journal:* Order is indispensable to liberty. The maintenance of the law is indispensable to order. Wages are not to be regulated by the wage-earners, and enforced by strikes and boycotts; but solely by the law of supply and demand. These are organic truths. They are as irresistible as they are inevitable. And they are more just and benign in their operation than legislative statutes can be, because they are natural laws. The man Debs, himself, is not merely a clever charlatan; he is an anachronism. He is not a typical workingman at all. If he were, according to his own logic, he would still be a locomotive fireman. He is a book publisher, who lives on the fat of the land and poses as a friend of labor. He is a newspaper publisher, who makes a big income out of the organization to which his newspaper is a self-constituted organ. He has everything to gain and nothing to lose, for, in advance, he denies responsibility for the consequences of his acts, or the actions of the dark elements he has called into being. If the worst should come to the worst, and blood should flow, he will be found safely ensconced in the fashionable hotel where he makes his abode, whilst his dupes are being mowed down by the gatling guns of the regulars. Of course it is worse than idle to appeal to the men who are engaged in the actual work of levying war upon the government. They are crazy with passion. They are the merest madmen. One can only contemplate the penalties they will have to pay for their folly with compassion. But the great body of wage-earners are patriotic men. They are good citizens. They know, as well as we know, that no good can come to honest labor from this gigantic assault upon the business of the country, but, if it is persisted in, grave injury to every interest, political and material. It is to them that we appeal with entire confidence. They are lost neither to reason nor to patriotism.

MUSIC AND DRAMA.

It is a question whether the patronage which the theaters are receiving at present will enable the managers to long continue the unusually large supply of attractions which are running at the down-town houses. Until a week ago, when two theaters which had been closed for some time reopened with new attractions, the people who find dramatic amusement agreeable at this season of the year were numerous enough to keep the open houses fairly well filled. With the two other houses now in operation managers are finding it difficult to keep up a creditable showing of unoccupied seats. Manager Will J. Davis has already expressed his disinclination to keeping the Columbia open under present conditions, and in two more weeks it will be closed for a month. There is now no hope of another play by Charles Frohman's stock company, so "Sowing the Wind" will remain the bill next week. Other managers are not so frank in their statements, although rumor has it that another house will soon shut down until September. "Aladdin Jr." will be the bill at the Chicago Opera-House next week and on until September, and there is no danger of "Charley's Aunt" being dislodged from its firm hold at Hooley's until the middle of August. The Schiller opera company next Sunday night will make a revival of "Dorothy." The new dramatic company at McVicker's will continue "An American Heiress." Thomas Q. Seabrooke in "Tabasco" can be counted upon at the Grand Opera-House for a month, its second week beginning next Sunday night. Frank Hall's Casino, which has been presenting all-day vaudeville bills, will shut down at the end of the present week. The Madison Street Opera-House will continue to present burlesque bills, and the Masonic Temple Roof Garden will go ahead in its present course. Music lovers will have the promenade concerts by Max Bendix' orchestra at Battery "D" at their disposal for some time yet.

⁂

The soloist in last evening's program at Battery D was Mrs. Neallie Rider-Crane, who was heard in Liszt's Hungarian Fantasie for pianoforte and orchestra. While Mrs. Rider-Crane's principal shortcomings remain lack of cleanness in performance and too profuse use of pedal there was evinced agreeable delicacy and a decided gain over her work in previous public appearances, particularly in the matter of repose. The pianist, after three recalls, gave as encore a number by Moszkowski. The second portion of the program comprised five Wagnerian selections, followed in turn by a group of three miscellaneous compositions, played by the orchestra, under Mr. Bendix's direction. This evening at Battery D a request program will be presented.

⁂

Miss Mary Hampton, who is a member of Charles Frohman's stock company and Miss Viola Allen's understudy in the part of Rosamund in "Sowing the Wind," although she has no regular part in the play, has arrived in Chicago from New York. During the early part of the company's Western tour she will relieve Miss Allen, who will take a long vacation, to which she is justly entitled on account of her long and arduous work at the head of the organization. Otherwise the personnel of the company will not be changed during its trip to the coast.

⁂

A partnership has just been formed by McKee Rankin and Jeffrys Lewis, who will travel as joint stars next season.

PERSONALS.

John Jacob Astor was annoyed because a Londoner asked him if his recently published novel was to be translated into English.

Mr. White of Greenwood County, Kas., has a daughter named "Snow." That is as bad as Mr. Button of Fort Scott, who has a daughter named "Pearl."

Mr. Franklin Simmons, the American sculptor at Rome, has just finished and sent to the United States a statue of Gen. Grant, which will be erected at the Capitol at Washington.

Senator Gorman has sent to a miller in Howard County, Md., the first wheat seen in that region this season. Some of his colleagues have also been very dexterous in marketing sugar stocks.

Prince Bismarck, it is said, has the peculiar habit of drinking champagne from the bottle, not from the glass—of course, only in his own house. He declares that only in that way can he get its good effects. He drinks it by order of his physician.

Senator Sherman has frequently been made to feel the keen edge of the Ohio political knife. Now that it is being sharpened for other Presidential aspirations the Senator will probably take a seat among the spectators and enjoy the performance.

Senator Morgan, in his speech on the Hawaiian treaty, spoke of Senator Sherman as a man who, above all things, hated a bargain, especially if he were going to get the worst of it. There were a good many quiet smiles in the Senate, and the Ohio Senator joined in, too.

Giuseppe Bandi, the Leghorn editor who was killed by an Anarchist poniard in revenge for his denouncing Anarchists in general and the assassination of Carnot in particular, was one of Garibaldi's "thousand heroes of Marsala," who conquered Sicily for the Italian people.

Senator Don Cameron has gone up to Bar Harbor, off the breezy Maine coast, to see if he can imbibe a little of the magnetism that James G. Blaine himself attributed to the wonderful air of that locality, where most of his life was spent. When the Presidential lightning is flashing Don Cameron does not wish to escape.

Sir Charles Russell, the new Lord Chief Justice of England, is an Irishman and a Roman Catholic. He breaks a long line of precedent in being the first member of the Church of Rome to attain his present exalted place since the days of the English reformation. Sir Charles is just 61 years old. He was made a Queen's Counsel in 1872, a member of Parliament in 1880, and Attorney-General in 1886. His salary as Lord Chief Justice is $60,000 a year.

Rear-Admiral William G. Temple, who died at Washington a few days ago, not only had an active career in the Civil War, but he was also conspicuous in the Mexican War, especially at the bombardment and capture of Vera Cruz in 1847. In 1884 he escorted King Kalakaua of the Hawaiian Islands on the occasion of the King's memorable visit to the United States, and in acknowledgment of his courteous services subsequently received the decoration of Knight Commander of the Royal Order of Kamehameha I.

CURRENT NOTES.

The more people try to put down liquor the more it seems to go to the head.—*Yonkers Statesman.*

The race is not always to the swift—but it's the other fellow that gets all the discouragement.—*Cleveland Plaindealer.*

"Were you good to your little sister on the Fourth, Tommy?" "O, indeed I was. Why, I set off all her firecrackers for her."—*Harper's Bazar.*

"We have caught our defaulting bookkeeper," said one merchant to another. "Then he is now a spotted adder," replied the latter.—*Pittsburg Chronicle.*

"What I most desire," said the artist "is repose." "Yes. But there's such a thing as too much of it. Take, for instance, a car when the cable breaks."—*Washington Star.*

You may do your figuring with uncle when you put up your watch for a loan, but when you come to get the timepiece back you'll find that it's a case of ante.—*Atlanta Constitution.*

Dora—"The paper says that many society girls are retiring to convents for a few weeks' study and meditation." Clara—"Well, I sha'n't. I was vaccinated last year."—*New York Weekly.*

Willis—"When my wife makes me a present it is sure to be something that will last." Wallace—"My wife is just like her. Five years ago she made me a present of 100 cigars, and I have ninety-nine of them yet."—*Life.*

Just One Courageous Senator.

Philadelphia *Times:* Senator Cushman K. Davis of Minnesota may lack a good deal of being a statesman of the first class, but in his ringing refusal to vote for Kyle's resolution legalizing lawlessness he has shown that he is neither a demagogue nor a coward, and that he has intellect enough to understand the Constitution of the United States. It is probable that the curt refusal of Senator Davis to be a party to the destruction of constitutional freedom will render him unpopular with those who are willing to follow President Debs blindly to the destruction of the commerce of this great country, and he deserves all the greater credit for daring to be right regardless of the consequences to himself. It is refreshing to find one man in public life who doesn't take counsel of his fears in a crisis like the present.

WHITE CITY BURNED.

FLAMES SWEEP AWAY THE WORLD'S FAIR BUILDINGS.

The Destruction Often Predicted Finally Comes to Pass—The Fire Starts in the Terminal Station—Then the Administration Building Goes and in Order, the Mines, Electricity, Manufactures, and Agricultural Building and Machinery Hall—Government Building Is Saved.

The White City was almost wiped out of existence last night in three hours by fire. In the following order the buildings named were burned:

TERMINAL STATION.
ADMINISTRATION BUILDING.
MINES AND MINING BUILDING.
ELECTRICITY BUILDING.
MANUFACTURES BUILDING.
AGRICULTURAL BUILDING.
MACHINERY HALL.

The Transportation Building was badly scorched, but hard work by the firemen—and the only work they did that appeared to any advantage—saved the Government Building from the flames.

David Anderson Is Killed.

David Anderson, Forty-seventh street and Evans avenue, was killed, and E. J. Bassett, No. 6410 Starr avenue, severely injured by the caving of an electrical subway just south of the Electricity Building. They are employed as bookkeepers by Marshall Field & Co., and were present as spectators. As they were walking past the Electricity Building going towards the Administration Building, when the fire had nearly burnt itself out, the earth beneath them gave way and they fell into the subway. Anderson was completely buried beneath the sand and planks, and Bassett only saved himself from death by clinging to the side of the subway. H. H. Palachek, No. 1501 Schiller Building, came to Bassett's assistance and threw him a wire. He clung to this and was finally pulled from his dangerous position. He was painfully burned about the hands and head, but was not otherwise injured. Anderson's body was not recovered for some time.

The loss will fall upon the Columbian Exposition Salvage company, to which the buildings were sold by the Exposition company May 5 last. The price paid was $80,000, and all the buildings were included except the Convent La Rabida, the Forestry Building, and the United States Building. The latter was purchased later from the government by the company for $3 000.

The company includes the following firms: Chicago House Wrecking company, August Pollack, A. S. Deutsch & Co., Northwest Iron and Metal company, Ohio Iron and Metal company, and Seabers & Fernley.

Start of the Fire.

It was a few minutes after 6 o'clock when some small boys found a little bit of a blaze in a corner of the Terminal Station Building. They tried to stamp it out but were not successful, and in a few minutes it had got into the framework of the walls and then all was over. Like tinder the big building burned. Firemen came as quickly as possible, but they remembered the Cold-Storage tragedy and were not asked to venture to spots from whence they might have fought the fire to better advantage. In a few minutes the big station was red hot and then the roof collapsed, followed a few minutes later by the walls. Here and there stood a few pillars which, as soon as the flames burnt through their bases, tottered and fell with a crash.

Meantime burning brands that had been hurled across to that diadem of the White City, the Administration Building, started flames here and there around the base of the dome. They quickly burned through and the intense draught from the interior made the dome in a few minutes a furnace. It was not long before smoke came out at the top followed instantly by a roar as a big arm of fire shot into the air. People looked and watched and waited for the collapse. In ten minutes it came. There was a sort of a shifting motion around the base of the dome and then the monster dream in gold and white tottered, stood still for an instant, and then shut up as if it were a huge accordion.

Interior a Roaring Furnace.

Brands from the Administration Building were hurled across to the Electricity Building, which caught fire in the south end, and while the blaze was getting a good headway there the wind had fanned a small blaze in the south end of the Mines and Mining Building into a fire that had eaten its way through the gable roof. The moment it got inside it shot the entire length of the building with the speed of an express train, and in five seconds the interior of the building was a roaring furnace. Then there was an explosion. One half of the west side of the roof and a part of the west wall were blown outward. This gave the fire full vent and it was not long before all that was left of the Mines and Mining Building was a row or two of red-hot iron columns. These bent and swayed while the fire roared around them and one by one they fell.

By this time the Manufactures Building was on fire in the same old place—around the roof promenade. The brands had set fire to the south end of the huge roof and the fire had reached down through the hollow walls. It took one hour to destroy the huge building. First the roof burned half its length. The huge girders that cost so much money and so many lives to put in place and about which there has been so much discussion as to their final disposition might as well have been made of wood. They appeared to collapse, and with them the roof sank several feet, but still did not fall until later, when the big hinges were burned through. Then with a roar that sounded like the discharge of a battery of artillery one-half of that monster roof sank into the fiery furnace.

Then went the west wall. It fell inwards and was followed quickly by the one on the east. In fifteen minutes more the other half of the roof had gone the same way, followed in the same manner by the northern sections of the wall. Occasionally a tall pillar reached its way up through the fire and smoke as if it would defy the destroyer, but its reign was brief. Its base was soon melted and it followed its fellows into the burning mass.

Destruction Is Completed.

Meantime the fire was getting in its work on the buildings at the south end of the grounds. It had got a good hold on the Agricultural Hall and on Machinery Hall. These were soon doomed, and the work of destruction was complete.

The firemen had little to do. They were there from apparently all parts of the city, and as late as 9 o'clock hose carts and engines came flocking into the grounds. The first alarm was immediately followed by a 4—11, and then a special call for ten engines was sent out. The Terminal Station had been destroyed and the Administration dome had collapsed before the first engines got to work. Some engine companies down between the Electricity and Mines and Mining Buildings had a narrow escape when these two structures were ablaze. The men were hard at work trying to do something, but it was a hopeless case. They were hemmed in by two great walls of fire and the men of Company 18 were obliged to abandoned their engine and leave one of their horses dead on the ground—suffocated. Capt. Mergenthaler, Lieut. Kane, and Pipeman Shipper of Engine Company 63, who were at work between these two buildings, were badly choked by the smoke and for a time their situation was dangerous. They eventually succeeded in getting away.

By this time the southeast corner of the Transportation Building was ablaze, but the firemen worked hard from its roof and succeeded in keeping it from going the way of the others. Some of the flagstaffs were burned and several feet of cornice dropped off, but the building was practically uninjured.

N. K. Collins of engine No. 61 had a narrow escape from death in that terrible lane between the Mines and Electricity buildings. As his engine turned into the narrow passageway the flames from the Mines Building swooped down upon it. The men released their horses and ran for their lives. Later their engine was dragged out of the smoke and ruins and afterward did good service in throwing water on the Government Building.

When the north end wall of the Manufactures Building fell a shower of burning brands went into the air and fell on the Government Building. For an hour, however, all the firemen except those at work keeping the Transportation Building from going up had been drenching the building with water. This saved it. The brands were harmless and as the wind had shifted a few points to the north by this time the heavy sparks and long arms of fire were carried out over the lake.

Capt. Burroughs with the Fire Queen was the first fireman to respond to the alarm. The Fire Queen was lying by the side of the Goddess of Liberty statue when the alarm sounded, and at 6:05 steamed over in front of the Administration Building by the side of the MacMonnies Fountain. Four large three-inch pipes were at once set to work, but could not check the fire. Soon afterwards Company 71 came up and this was followed by Companies 63 and 60. It was seen that the Terminal Building was doomed and all efforts were directed to saving the Administration Building. This also soon went, and burned so rapidly that both the Fire Queen and Company 60 lost all their hose then playing on the fire. With great difficulty the fireboat was backed out and moved around the lagoon just east of Machinery Hall. All efforts were now directed to saving this building, but the intense heat soon drove the firemen back, and when the building once got started it rapidly spread. The Fire Queen got stuck in the shallow lagoon, and for a few minutes it appeared as if she were doomed. Finally, in a storm of falling cinders and flying brands, the boat steamed out, but by this time all escape from the Grand Basin was cut off, and the steamer took up a position between the Manufactures and Agricultural Buildings. Company 60 was placed on the dock by the side of the Fire Queen and both companies directed all their streams on the Agricultural Building.

In a Glorious Blaze.

A grand, a glorious ending was the expressed sentiment of the great crowd that witnessed the forest of fire. The 100,000 people congregated made the trip leisurely to Jackson Park and good naturedly walked around viewing the sight from different points. After a time the thousands became settled in favored spots and quietly gazed upon the magnificent destruction much as they gazed at the fireworks displays last summer. There was no regret; rather a feeling of pleasure that the elements and not the wrecker should wipe out the spectacle of the Columbian season. When it was seen that the Government Building would be saved there were even some who thought the firemen should be called away so it might go, too.

There was no excitement of any kind. Every one was satisfied with the spectacle, and the use of "ahs" and "ohs" were about all that were heard as some beautiful cornice, a clump of columns, or a piece of statuary wavered, toppled, and fell into the seething mass. The only approach to a cheer was when the great rounded roof of the Liberal Arts Building crackled, snapped, and sank to the ground. Then in one group of 5,000 there was a long-drawn sigh, in the midst of which the clear, bell-like voice of a girl could be heard: "O, it's all over."

Coming of the Crowds.

But few people were present at the early scenes. At 6:30 o'clock the broad avenue from the Sixty-fourth street entrance looked much like a great bicycle tournament. The boys and girls and men and women who had been on the boulevards and in the parks of the South Side with their wheels were the first to get to the park and bicycles were everywhere. Soon the appearance of this changed. The electric lines, the cable roads, and the Alley "L" began dumping hundreds of passengers at Stony Island avenue and the cross streets. The sight from 7 to 8 o'clock was like that on great fête nights at the Fair. The transportation facilities were pressed to the utmost. There were no Illinois Central trains making quick trips, and the Alley "L" was called upon to stand the brunt of the travel. All trains south were of six cars and each car was crowded to the guards up to 9 o'clock.

At first the center of interest was south of the Transportation Building. From there the crowd went down the line to the north, spreading along the lagoon, the Horticultural Building, and in a complete circular mass clear around to the lake. The Wooded Island was a popular point, and big crowds centered upon and west of it. There was but little save a sea of flame left of the Mines, Electricity, Administration, and Terminal Station Buildings when the larger number of people got to the park, consequently the big Liberal Arts structure was the central feature of the evening.

Big Building Crumbles Away.

On Wooded Island and surrounding the north of the great building was probably a gathering of nine tenths of the people at Jackson Park. First the great west entrance crumbled away. As the columns and the cornices fell passing comments were made and the crowd moved north to see the north end go down. Then the great roof fell and nothing but the north entrance and the north corner towers remained. These soon crumbled away, the northwest columns being the last to topple and fall. As these sank to the ground there was a great roar from the south as the Machinery Hall roof fell in, and with this roar and the falling of the last great columns to the Liberal Arts Building the crowd figured out that the show was over, and the trip for home began.

"Wasn't it grand?" "What a glorious sight!" "A magnificent spectacle!" "A noble end!" were the benedictions pronounced by the people as they left the grounds.

There can be no salvage from the fire of last night. All the iron not melted was torn and twisted into tangled masses that cannot well be handled, much less sold or disposed of in any way. The massive girders in the Manufactures Building roof, which were supposed to be able to stand almost anything, were twisted like wire and some were even melted into unwieldy masses of metal.

Statues Reduced to Ashes.

The statues in the Administration Building, many of which were picked out to be ornaments for buildings all over the world and were only awaiting removal, were crumbled to ashes. The big pillars on the same building were split in many instances from top to bottom as the fire shot through them, and then in halves they fell.

At the north end of the Terminal Building, on the top of a high pillar, was the figure of an Indian gazing toward the north. This figure loomed up through the fire and smoke until all the building had gone. Still the Indian stood there. He was black by this time and when he finally pitched forward at the same instant the Administration dome collapsed. A cheer went up from the thousands of persons who saw the scene.

Strange to say, the last fancy group at the base of the Administration dome to collapse before the main walls went down was that of "Fire Uncontrolled." It loomed up bravely through the walls of flame, but finally, like that of "Water Uncontrolled," and others of an allegorical nature, it succumbed, and that was its end.

The lagoons at midnight were black with ashes and brands that had blown into the water. Some tracks had been cut through the murky waters by the fireboat and a few rowboats, from which venturesome persons went near to the burning buildings. The fire engines took their water from the lagoons, too, and, as no plugs of a serviceable nature were near, the Government Building, the salvation of this structure was due to the services rendered by the Venetian sheet imitations.

The lake, too, was well blackened by the showers of sparks, brands, and smoke that poured over it and to the fact that the wind blew from the shore is due the saving of the Transportation Building and probably all the buildings on and near Stony Island avenue.

DEBS ENJOINED IN WISCONSIN.

Order Made by the United States Court at Milwaukee.

MILWAUKEE, Wis., July 5.—[Special.]—Judge Seaman granted an injunction today restraining the strikers from interfering in any way with the property of the railroads in the State of Wisconsin. The formal title of the action is "The United States of America against Eugene V. Debs and others," and the people named in the injunction besides Debs and Howard are Sylvester Keliher, F. A. Archibald, C. S. McAuliffe, George Schrand, Maurice Collins, James Murphy, Michael Callahan, J. J. Pritchard, Edward Reilly, Edward Averill, and O. E. Warner. The order is similar to that made at Chicago. The Northwestern, the St. Paul, and the Wisconsin Central are named specifically, but the injunction applies to all other railroads as well. It was secured under instructions from Attorney-General Olney, who telegraphed United States District Attorney Wigman this morning to have it drawn. The petition on which it was granted sets forth that there is a conspiracy between Debs, Howard, and others to interfere with the business of the railroad companies as common carriers. A writ of subpœna was issued with the order, and the defendants are required to answer in court the first Monday in August. Special deputies were sworn in by Marshal Pratt to serve the order.

Teachers' Excursion.

Asbury Park and New York and return, $20. Cosby & McKeon, 50 East Adams street.

MAY REACH GOTHAM.

EASTERN TOILERS EXCITED OVER POSSIBILITIES OF THE STRIKE.

Rumors That All Trades Are to Be Called Out Bandied About Labor Headquarters—Ex-Knight of Labor Committeeman Buchanan Points a Way Out for Debs—New York Central Is Affected—George M. Pullman Talks Briefly—Other News of Father Knickerbocker's City.

NEW YORK, July 5.—[Special.]—Labor organizations were in a great state of excitement today over the possibility of the strike reaching this city. It is generally believed by the labor leaders that if the strike reaches this vicinity it will extend to all the yards in Jersey City. Sensational telegrams which have come to the city from time to time now assume alarming significance. A dispatch stating that District Assembly 82, alleged to take in all the trainmen from Council Bluffs to San Francisco, was to be ordered out was shown to some of the Knights here. Master Workman McCadden of District Assembly No. 49 said the district practically took in all the trainmen in the territory mentioned. He had received no official information of any action to be taken and doubted the genuineness of the report. He admitted, however, that there might be a proclamation from General Master Workman Sovereign in the official journal of the Knights of Labor, which comes out tomorrow.

Another and more alarming dispatch came later stating that a meeting of all the chiefs of all the leading labor organizations was to be held in Chicago tomorrow, when it was expected an attempt would be made to call out every member of every labor organization in the country. A union President said: "It would not surprise me if a general strike were ordered all over the country. The circumstances would warrant such a possibility. In any case, unless the strike is settled soon, there is no doubt in my mind that New York and Jersey City will be affected whether organizations other than railroad men go out or not."

Joseph R. Buchanan of this city, formerly a member of the Knights of Labor Executive committee, said today: "Choice of gradual surrender with the honors of war or a declaration of rebellion against the Federal Government is presented to the American Railway Union. With the intervention of United States troops in the great controversy between the American Railway Union and the railway managers the end has begun. I want to be understood as being in hearty sympathy with the American Railway Union in all the steps taken. I am not sure that the American Railway Union would not have taken up the grievance of the Pullman employés had it not happened that the American Railway Union was in session in national convention in Chicago at the time and the Pullman employés appeared before them with their grievance. I do not know what Mr. Debs' intentions are. He could without abating one jot or title of the dignity of the American Railway Union call off the boycott on the sole ground that the alternative of revolution against the government or submission to armed force was presented it. No workingman in the country could call such action cowardice. Defeat under the conditions would be a glorious victory. The final settlement of the great question involved is not in the outcome of this last demonstration. At best a truce is all that can be expected—a breathing spell for both sides. The only solution of this existing war in the railroad world is governmental ownership of the railroads."

"What do you think of Sovereign's declaration that he stands ready to call out the Knights of Labor?"

"I don't know what to think unless it is that he feels that now is the time for revolution. Otherwise, I cannot see of what avail in this controversy would be the calling out of coopers, bakers, bricklayers, and all organized labor."

President Gompers of the American Federation of Labor went to Bridgeport before this dispatch came to the city, and will be in Philadelphia tomorrow.

"There is no danger of a meat famine in New York City," said authorities today, among them the officials of the Central Stock-Yards in Jersey City, and the editors of the *Butchers' Advocate*. "Since Monday," said the latter, "more cattle have been received in the Jersey City stock-yards than at any time within the last three or four months. They all came from places east of Chicago, West Virginia, Kentucky, Pennsylvania, and Ohio. Even New York and New Jersey sent what few there are for slaughtering purposes in these States. All cattle owners in these States rushed their beeves to this market as soon as they heard of the rise in prices."

STRIKE AFFECTS NEW YORK CENTRAL.

Chicago Limited Said to Have Been Laid Off for the Sake of Safety.

NEW YORK, July 5.—[Special.]—For the first time since the opening of labor hostilities West the New York Central and Hudson River railroad was hit today. On account of the Chicago limited, which leaves Chicago at 5:30 p. m. for New York, not being run yesterday officials here said it was laid off because it was not deemed safe to start, which does not agree with advices from Chicago. Mail train No. 14, which was scheduled to leave Chicago at 8 a. m. yesterday and started two hours late, did not get here till this afternoon, although due at 10:35 a. m. These were the only troubles on any of the nine Chicago trains running into the Grand Central Station. The General Superintendent said that there had been only a slight diminution of freight traffic. Charles Dodge, who is employed by the railroad company to send switchmen to the West, is still hiring men in the United States Hotel. A large number were sent off tonight over the Central.

IT ARISES FROM THE UNREST OF LABOR

Pullman Says the Strike Is Another Step in the Industrial Rebellion.

NEW YORK, July 5.—[Special.]—George M. Pullman, now at Elberon, said today: "I am not much of a prophet, and my own interests being closely connected with this strike makes what I could say rather the utterances of a partisan. After this is all over I might say something. I have not given much thought to the matter in its philosophical bearing. I have been occupied with the particular points of this strike. But this is not the first time I have watched a strike. It is but one step further in the way of the rebellion of workingmen against their employers. It arises from the unrest of labor."

DAMROSCH GETS HIS OPERA SINGERS.

Rosa Sucher Comes from Germany with Emperor William's Permission.

NEW YORK, July 5.—[Special.]—Walter Damrosch was a passenger from Southampton on the Spree, which arrived this morning. He has engaged the following singers:

Sopranos, Frau Rosa Sucher of Berlin and Fraulein Marie Brema of London; tenors, Alvary and Von Rothmuhl of Berlin and Lange of Munich; baritones, Max Schwartz and Oberhauser of Berlin; basses, Emil Fischer and Conrad Behrens of New York.

A young dramatic soprano is yet to be engaged. The German opera season will begin here Feb. 25 and continue four weeks. Mr. Damrosch intends to give sixteen subscription performances, producing "Lohengrin," "Tannhauser," "Rheingold," "Siegfried," "Walkure," "Gotterdammerung," "Tristan und Isolde," and "Meistersinger." The stage manager will be Herr Baumann of Prague, and the scenery for "Tristan" and the "Niebelungen" operas will be painted by the celebrated artist Kautski of Vienna. New costumes will be designed by a special artist with a view to a more harmonious color scheme than has hitherto obtained in German out of Paris. The chorus for the opera will be recruited and rehearsed in New York, and the symphony orchestra will, of course, be under the direction of Mr. Damrosch. "I went abroad with the intention of securing representative Wagnerian singers or none at all," said Mr. Damrosch. "If I had not succeeded in engaging Rosa Sucher I would have been forced to abandon the plan, as there is a dearth of great sopranos in Germany. It was only with the greatest difficulty that I secured her release from the opera at Berlin. On the ground that her services were essential to the reëstablishment of German opera in America Emperor William finally granted her permission to visit the United States."

THREE MEN DROP INTO THE SEA.

Eight Business-Men Wrecked on the Sloop Yacht Gazelle.

NEW YORK, July 5.—[Special.]—The sloop yacht Gazelle, Capt. Joseph Pearsall, with a party of eight New York business-men, was wrecked in the dangerous waters of Hog Island Inlet yesterday afternoon and three were drowned. The point where the yacht went over in the sea was a mile off the Rockaway shore. Capt. Pearsall stripped off his clothes and swam ashore for help. Only a powerful swimmer could breast the high waves of yesterday, but he made the strip of land in safety and with the Captain of the life-saving crew manned a boat and put out to the rescue. While he was doing this an hour had passed. One after another three men had let go their holds on the capsized boat and were lost. The drowned were:

MAURER, JOHN, 32 years old, photographer; No. 695 Ninth avenue.
MAURER, CHARLES, 18 years old, architect; brother of John Maurer.
SMITH, JOHN, salesman; exact address unknown, lived somewhere in Harlem.

The yacht capsized just as it reached the outer bar when a big breaker swept over it. A few minutes later the mast broke near the deck. The rigging, however, prevented it from drifting away. The ten men clung to the mast and to the vessel's bottom. The sufferings the unfortunate men endured, they say, are not to be described. After Capt. Pearsall had left, John Maurer, who weighed 200 pounds, became exhausted. He told his friends he could not hold on much longer. They cheered him as best they could. Finally Maurer lost his hold, and with a prayer to God for his wife and babe, the waves closed over his head. His brother, who tried to hold him up, was drowned at the same time. Just before the rescuing party reached the wreck John Smith was drowned. When Mrs. John Maurer learned the news she fainted. It is feared the shock may prove fatal. The rescued are:

Augustus Hall, No. 209 West Thirty-sixth street; H. G. Schone, jeweler, No. 13 Broadway; William Shyler, No. 440 West Forty-eighth street; Charles Reigelman, No. 231 East One Hundred and Twenty-sixth street; and Robert J. Smith, No. 672 Ninth avenue.

SCATTER HIS ASHES TO THE WINDS.

Odd Request of Philip Jaeger Carried Out by His Companions.

NEW YORK, July 5.—[Special.]—A party of twenty of the "Sea Robbers" Fishing club met at Clifton, Staten Island, at 9 o'clock a. m. and set off down the bay with the ashes of their late comrade, Philip Jaeger, to dispose of them in the eccentric fashion which he provided in his will. Jaeger, who was a saloon-keeper at Avenue A and Tenth street, left instructions when he died last November that he should be cremated and his dust scattered to the four winds on the club's old fishing grounds over Romer Shoals, opposite the monument off Sandy Hook Point. The "Sea Robbers" appointed this day for the ceremony and sailed in a steam launch to perform it. President Gail had with him the ashes in the quart canister that has held them since they came out of the crematory at Fresh Pond last November. When the launch reached the selected spot Albert Goetman, the lawyer of the club who was also Jaeger's executor, made a speech, the small cannon aboard fired one mournful shot, and then four of the clubmen, each with a shovel containing a quarter of the scant remnants of Jaeger, faced the north, the south, the east, and the west, and tossed the dust to the winds. A musician with a cornet played a dirge in quickstep measure, after which he rendered the melody of the serio-comic German ballad which Jaegor used to sing with great philosophy when a big sea bass slipped the hook and got away.

TWO BOMBS FOUND IN NEW YORK CITY

It Is Not Known Where They Were Intended to Be Used.

NEW YORK, July 5.—Within the last four days two bombs have been taken to police headquarters, having been found, it is said, in places where their explosion meant great loss of life and extensive damage to property. The first bomb was found Monday and after being inspected was sent to the Bureau of Combustibles. The affair was found to consist outwardly of a plated mass of tin and felt worked together by cement and other compounds almost as compactly as iron. The second bomb was brought in today. The police apparently think the explosives were meant to do damage in connection with the great railway strike. Whether the bombs were meant for shipment West or whether they were meant to work destruction here is not known. Henry Afcheuberger, assistant janitor of a house on Seventh avenue, was arrested this afternoon for having in his possession what is supposed to be a torpedo. It looks like a steel shell, six inches long and one inch and a half in diameter. At one end is a brass knob and the other end is cone-shaped. The supposed bomb was found in the prisoner's room. In explanation Afcheuberger said he was assistant janitor at a house on St. Nicholas avenue, and that in a vacant room he found the supposed torpedo. His story was verified and he was discharged. The ugly looking torpedo was turned over to the Bureau of Combustibles.

TO BE AT NEWPORT SEVERAL WEEKS.

Lord and Lady Randolph Churchill Leave for the Seashore Tonight.

NEW YORK, July 5.—[Special.]—Lord and Lady Randolph Churchill occupied themselves today alternately trying to keep cool at the Waldorf at Sheepshead Bay and driving and calling upon the few personal friends they have in this city. Lord Randolph continued to resent all attempts on the part of the newspaper men to secure his views on public questions. He informed the hotel people that he proposed to cut short his sojourn in New York and leave for Newport tomorrow night. Apartments have been reserved at the Cliff House for several weeks.

NEWS OF THE EASTERN METROPOLIS.

Body of Frank S. Raymond Found in the North River—Other Paragraphs.

NEW YORK, July 5.—[Special.]—The body of Frank S. Raymond, a telegraph operator, was found in the North River at the foot of Dey street this morning. Raymond was 35 years of age, prominently known here, and was employed by the Western Union until a few weeks ago. His friends think that he accidentally fell off some boat. He leaves a widow and daughter living in Brooklyn. At one time he was manager of the Western Union office at Atchison, Kas.

Addresses by the Editors.

At the third day's meeting of the National Editorial Association at Asbury Park today addresses were delivered by Henry Stowell of New York, David Ramaley of St. Paul, Minn.; S. Vater of Lafayette, Ind.; J. O. Ames, Sidney, O.; J. R. Bettis of St. Louis, Mo.; R. B. Brown of Zanesville, O.; A. D. Hosterman of Springfield, O.; E. D. Coe of Whitewater, Wis.; W. W. Folsom of Augusta, Ark.; W. Bent Wilson of Lafayette, Ind.; W. A. Adair of Marshall, Tex.; W. B. Hearn of Cadiz, O.

Back with a Fire in Its Hold.

Fire in its hold caused the return to port today of the Red D Line steamer Caracas, which sailed from this port last Tuesday for Venezuela. The fire was discovered when the steamer was 220 miles out on its voyage. It could not be located without incurring danger of an outburst of flame and so the boat was put about. There were ten passengers on board, who disembarked upon reaching the inner harbor. Then a harbor fireboat deluged the hold of the Caracas with water and the fire was extinguished. The extent of the damage has not been ascertained.

Good Roads Association Begins.

The first meeting of the Good Roads convention was held at Asbury Park today. Five hundred delegates were present representing forty States and two territories. Levi E. Fuller, Governor of Vermont, was elected Chairman, and Postmaster G. Harrison of Asbury Park, Secretary. Gov. Fuller made an address in which he outlined the work for which the convention had been called.

Gotham Brevities.

Lillian Russell will sail July 18 on the Paris, making her London reappearance in comic opera at the Lyceum Sept. 3.

Edward Myers, 28 years, No. 1503 Avenue A, was shot and killed this morning by an unknown man who escaped. Myers was standing in front of his residence when shot.

Mr. Croker will hereafter be known as Richard Welstead Croker. This addition to his name he has taken upon himself since his last visit to Ireland, it having been his mother's maiden name, and he himself being named after an uncle, Richard Welstead.

NEWS FROM ABROAD.

FRENCH CHAMBER OF DEPUTIES REFUSES TO GRANT AMNESTY.

After Electing a New President a Hot Debate Follows the Propositions of Pelletan and Viviani—Dupuy Tells Why Commemoration of Communists Is Not Permitted—Cholera Breaks Out at Towns in Belgium—Fatalities of the Day in Russia.

PARIS, July 5.—M. Bardeau was elected today President of the Chamber of Deputies in succession to M. Casimir-Perier, recently elected President of the republic. The votes cast were as follows: Bardeau, 259; Brisson, 157; scattered, 33.

The Chamber of Deputies rejected the proposition to grant urgency to Pelletan's amnesty resolution. Vaillant questioned the government regarding the suppression of the celebration at Pere la Chaise Cemetery in commemoration of the Communists who were shot.

Premier Dupuy said the gathering was not allowed on account of the fact that the agitators wished to display the red flag, adding: "We will not allow any apology for assassination or communism. The country remembers the commune with horror and disgust." [Loud applause mingled with Socialist protests.]

Vaillant moved that the Parisians be allowed to honor their dead of 1871 as they pleased. The motion was negatived by 470 to 75. Viviani moved and Pelletan and Goblet supported an urgency resolution calling for plenary amnesty. This motion was rejected by 365 to 157.

Said Boulanger Was a Victim.

During the burial of the remains of the mother of Gen. Boulanger at Montparnasse Cemetery today a member of the former patriot's league delivered an oration in which he enlarged upon the regrets felt by the nation for the death of Mme. Boulanger's son. When he described Gen. Boulanger as a victim of "the Rascals in Power" the guardian of the cemetery interfered.

More Anarchists Are Arrested.

Twelve more Anarchists were arrested in this city today.

CHOLERA BREAKS OUT IN BELGIUM.

Three Cases at Leige and Three at Angleur—Fatalities in Russia.

LONDON, July 5.—A special dispatch from Liege, Belgium, says three cases of cholera, one fatal, have occurred in that city within the last twenty-four hours. The same number of cases and one death are reported from Angleur, three miles from Liege, and one case, also fatal, from Jeysille.

ST. PETERSBURG, July 5.—During the twenty-four hours ending at noon Wednesday there were eighteen new cases of cholera and five deaths in this city. Since July 1 there have been eighteen cases of cholera at Cronstadt and four deaths.

TRY TO PREVENT ANY OUTBREAK.

Great Britain Tenders Its Good Offices to China and Japan—Gladstonian Wins.

LONDON, July 5.—In the House of Commons today Sir Edward Grey said the government had addressed China and Japan in the interests of peace, and every effort would be made to bring about a friendly settlement of the dispute between those two countries in regard to Corea. A correspondent at Berlin says the Chinese Government will neither send a circular note to the European powers nor invite any foreign mediation in the Corean matter. China views the menacing attitude of Japan with absolute composure.

Finds Eight-Hour Day All Right.

In the House of Commons this evening in Committee of Supply on the Army Estimates, the vote for warlike stores being under discussion, Mr. Woodall, Financial Secretary of the War Office, said the government had found that the eight-hour system succeeded in the army beyond its expectations.

Gladstonian Candidate Wins at Sheffield.

An election was held today in the Attercliffe division of Sheffield for a member of the House of Commons to fill the vacancy caused by the resignation of Bernard Coleridge, who succeeded to the peerage on the death of his father, Lord Coleridge. B. Langley, the Gladstonian candidate, was elected. The vote was: Langley, 4,486; Hill Smith (Unionist), 3,495; Frank Smith (Labor), 1,249.

INCITING TO MURDER ROYALTY.

Two English Anarchists Denounce the Politicians—Had Incendiary Pamphlets.

LONDON, July 5.—Thomas Cantwell and Charles Quinn have been arrested here charged with inciting the murder of members of the royal family. Prior to the recent opening of the tower bridge the prisoners were found displaying the following placards:

> To the Workingmen of Tower Hill—Fellow-workers: You expended life, energy, and skill in constructing this bridge. Now come the royal vermin and rascally politicians with pomp and splendor. They claim all the credit, while you are condemned to the workhouse and to the pauper's grave in order to glorify these lazy swine, who live by our labor.

Upon searching the prisoners' lodgings a printing press and a mass of anarchistic pamphlets were found. The prisoners will be prosecuted by the Treasury officials.

PLOT TO KILL ALL THE RULERS.

Anarchists Prepared to Act in Unison in Many Places, but Only Carnot Fell.

ROME, July 5.—The authorities are in possession of proofs of an Anarchist plot directed against Premier Crispi of Italy, President Carnot of France, Alexander III., Czar of Russia, and other heads of European governments. All were to have been killed in the same week.

Vote to Keep Up Interest on Rentes.

ROME, July 5.—The Committee on Finance of the Senate has rejected, by a vote of 11 to 5, the government bill reducing the interest on the rentes. It is believed, nevertheless, that the Senate will approve all the financial measures voted by the Chamber of Deputies.

Trieste Financier Killed by Anarchists.

VIENNA, July 5.—The *Piccolo*, published at Trieste, reports that a director of a tramway company has been murdered at Pisa by an Anarchist.

Cable Brevities.

HEAVY FIRE LOSS NEAR PARIS.

Twelve thousand square metres of workshops connected with Charpentier's awning factory at Saint-Ouen-sur-Seine, France, have been destroyed by fire. The damage amounts to several million francs.

ROSSA WANTS TO BE CITY MARSHAL.

Jeremiah O'Donovan Rossa, whose twenty years of expatriation expired July 2, 1892, and who returned to Ireland last month, has announced his intention of standing for election as the City Marshal of Dublin.

SAYS ITALIAN RADICALS SUFFERED.

The erasure of 5,600 names from the voting register of Catania caused a scene in the Chamber of Deputies at Rome, Cavalotte complaining that the Radicals suffered. Ministers declared it was done impartially, and a wrangle ensued, causing great confusion.

METHODIST MINISTER BECOMES A CATHOLIC.

The Rev. Mr. Fisher, pastor of the American Methodist Episcopal Church in Rome, has become a Catholic, and has been fully baptized in that faith.

SPARKS FROM THE WIRES.

John McHugh of Cresco, Ia., has resigned as National Bank Examiner.

The cash balance in the Treasury July 5 was $119,079,323, of which $64,742,736 was gold reserve.

The wholesale grocery firm of Eby, Blain & Co. at Toronto, Ont., which annually turned over $1,500,000 worth of business, has been forced to wind up.

A dozen Lawrence miners seized an east-bound Wheeling and Lake Erie freight train at Massillon, O. Conductor Albert Grant in the battle fatally injured Robert Davis with a rock.

Newton Mann, 12 years old, and Oscar McGee, aged 13, were killed at Hinton, W. Va., by the fall of a balcony upon which a crowd of people had gathered to view an Independence day parade. Fourteen others were severely hurt.

American Weddings.

Foreigner—"Your young girls are the picture of health; but why do the married women look so delicate?"

American—"O, they always work themselves sick getting ready for the wedding."—*New York Weekly.*

WAKES TO THE PERIL.

[*Continued from second page.*]

depot, owing to the troubles down-town; one was a mail train from Des Moines, the other a passenger train going west. The mail sacks were taken off the train and sent into the city by way of Joliet. The passenger train was laid out because no engine crew could be secured.

The bulk of the troops last night were placed around the roundhouse and the oil tanks. The tanks contain 140,000 gallons of oil, and it is said threats have been made of blowing them up. Late last night a mail train from the East on the Grand Trunk was stalled near Blue Island, owing to a blockade at Thirty-ninth street. Strikers forced the telegraph operators in the Grand Trunk depot to quit.

MAD DESTRUCTION UNDER DARKNESS.

Riot Run Rampant Along the Rock Island and Lake Shore Tracks.

Under the cover of darkness the mobs which had been concentrating at the railway crossings from Forty-third street into the city increased in size. The mob which had started from the Stock Yards along the Rock Island tracks with the declared intention of marching into the city and sacking several buildings sheltering obnoxious persons was met at Thirty-ninth street by Mayor Hopkins, Assistant Chief of Police Kipley, and seventy-five police officers. The men were told to disperse and when they refused the police were ordered to charge. The mob offered little resistance, and instead of waiting for further trouble long lines of the strikers defiled into side streets and reappeared on the Rock Island tracks farther down.

Then resuming their march they started again for the city, gathering strength at every street crossing. Box cars were overturned and thrown across the tracks, switches were thrown and spiked, and all railway property that could be demolished was torn to pieces and scattered about the tracks. The news of their coming had been telephoned to the Harrison Street Station, and Lieut. Golden with a wagon load of officers met them at Nineteenth street. Here they had gathered in force, numbering 5,000 or 6,000 people. A Rock Island mail train, which had been on its way into the city for five hours starting from Forty-third street, was stopped although a force of regular soldiers and police guarded it. Every platform had three policemen on and on top of the cars were soldiers armed with rifles. In spite of all this precaution the strikers succeeded in uncoupling a mail car which was on the rear end of the train and disabling the coupling so that the car had to be abandoned. The remainder of the train proceeded into the city.

Police Disperse the Mob.

When Lieut. Golden arrived thousands of people had gathered about on the tracks and several attempts were made to overturn the mail car. Arranging his men in squads the Lieutenant ordered a charge and soon succeeded in dispersing the mob. In several instances resistance was offered, but in each case the one offering the resistance went away with a broken head. Shortly afterward Lieut. Barrett of the Twenty-second Street Station, who had been at Thirty-ninth street with a detail of men, appeared and took charge of affairs. An engine loaded with officers went from the Van Buren Street Depot to Nineteenth street and, coupling to the mail car, brought it into the city. The train was surrounded by mobs of men and women, who hooted, and howled, and cursed the officers, the train men, and everything connected with the railroad.

Several times sticks and stones were thrown, and finally Capt. Hartnett, who was on the engine, gave orders to his men to shoot dead any person who was caught throwing stones. After the mail car had been taken away from Nineteenth street the mob amused itself by marching up and down the track and overturning freight cars and throwing switches. At Eighteenth street a car loaded with hay was overturned at 6:30 and set on fire. The fire department arrived in time to put out the fire before it had a chance to spread. At Twenty-eighth street a crowd of 1,000 men gathered, and in the face of a detail of policemen overturned a train of five cars and set fire to them. Again the Fire Department was called out and squelched the flames before the train was consumed. Almost at the same time a crowd of several thousand people reappeared at Nineteenth street and set fire to several cars. The Fire Department was slow in getting there, as all the engines in the vicinity were up at Twenty-eighth street. The cars which had been fired were almost totally consumed.

As if a Cyclone Had Been By.

At this time it was plainly to be seen that the police were unable to handle the mob. Ten thousand half crazy men and half as many women were scattered over the tracks from Twelfth street to Thirty-ninth street. They gathered at the railroad crossing and impeded traffic, and while the police gathered in force to disperse them other mobs would march along the tracks and overturn cars and destroy property. By 9 o'clock nearly every car from Forty-third street into the city on the Rock Island and Lake Shore tracks had been overturned and demolished. The tracks looked as if a cyclone had but recently whirled along and had demolished everything in its course. Frequent calls for police were made, but when they arrived the crowd scattered into side streets and jeered and bowled, but offered no violence.

Lake Shore train No. 3, consisting of an engine and three mail cars, which was due in the city at 8 o'clock last night, had to be abandoned at Thirty-first street. Every track was blocked by overturned and half demolished cars. The train reached Forty-third street at 8 o'clock. Here several A. R. U. men appeared and offered to pilot the train into the city. They got on the engine and did the switching for the train until it reached Thirty-first street, an hour and a half later. The coming of the train aroused the crowds along the track, and they gathered in force at the Thirty-first street crossing until a mob of 5,000 people surrounded the train. The mob went wild with delight over their success in blocking all traffic, and in their enthusiasm overturned a number of box cars and attacked the signal tower at the crossing. They tore the stairway down and threw it on the crossing and demolished the lights in the windows.

Telegraph Pole as Battering Ram.

A dozen or more ruffians found a battering ram in the shape of a telegraph pole and started in to demolish the tower. The policemen who were on the crossing tried to disperse the crowd, but they were thrown about like straws. As a last resort a riot-call was sent in to the Stanton Avenue Station. The Twenty-second, Deering, and Thirty-fifth Street Stations were notified, and Capt. Madden, with Lieuts. Barrett, Enright, and Hubbard hurried to the scene with four patrol wagons and sixty officers. It was with extreme difficulty that the people were dispersed. Capt. Madden ordered them to disperse and return to their homes. He was greeted with howls of derision and laughter. Then a charge was ordered and the crowd was clubbed and chased into the surrounding streets.

Postmaster Hesing was notified of the blockade of the Lake Shore mail train at Thirty-first street and ordered wagons from the Cottage Grove Avenue Station to take off the mail and bring it down-town. This work took several hours. When it became known that the tracks were blocked no more attempts were made to bring in mail over the Rock Island and Lake Shore.

During the mêlée at Thirty-first street and the Rock Island tracks a striker by the name of John Harmstron attempted to hit Officer Reiby with a brick. The policeman seized the fellow and regardless of the threats of the mob placed him under arrest and landed him in the Thirty-fifth Street Police Station.

WILL HOLD THE FIRST REGIMENT.

Mayor Hopkins Calls on Gov. Altgeld to Prevent Its Leaving the City.

SPRINGFIELD, Ill., July 5.—[Special.]—Gov. Altgeld received the following dispatch from Mayor John P. Hopkins this evening:

> I am informed the First Regiment is going to camp at Springfield. I hope this is not true. They should be retained in Chicago. Advise that they report at their armory in Chicago, as we may be compelled to call for them within the next twenty-four hours.

In reply the Governor sent the following to Mayor Hopkins:

> We will of course hold First Regiment in Chicago if it is needed. But nobody has intimated heretofore that its services might be wanted, consequently the men have all made arrangements to be released from business from July 7 to 14, and if not ordered out on duty they should be permitted to go into camp. They expect to leave Chicago Saturday morning. Wire me again tomorrow as to the situation.

The Governor also wired Gen. Horace A. Wheeler of the First Brigade as follows:

> Mayor Hopkins asks that the First Regiment be not permitted to leave Chicago at present. We will wire you again during the day tomorrow. In the meantime do not allow any of the men to leave the city.

WAITE GOES AFTER CLEVELAND.

He Wants to Know Why Marshal Isreal Acts Without Warrant.

DENVER, Colo., July 5.—[Special.]—Gov. Waite woke up this afternoon long enough to take a hand in the war. He dashed off a letter to United States Judge Hallett criticising his orders to Marshals and demanding by what right he threatened Judges and Sheriffs of State courts, and conferring arbitrary powers upon Deputy Marshals in making arrests. He scored Marshal Israel for hiring "horse-thieves, hobos, or thugs just so they will fight when it is necessary," according to the Marshal's language in an interview. Having done up the court, his Excellency tackled Grover Cleveland in the following telegram:

> DENVER, Colo., July 5.—Grover Cleveland, President of the United States, Washington, D. C.: The United States Marshal at Denver has issued instructions to deputies at La Junta and Trinidad as follows: "Any violater of injunction order must be arrested without warrants and brought to Denver. The injunction order is full authority without special warrant. Do not take parties before local officers. Allow no talk on company property tending to cause trouble. Arrest parties who engage in talk, whether off or on company property, which is intended to intimidate employés or to induce them to quit; receiver's employment warrants are not necessary for the arrest of any parties violating injunction, whether on companies' property or elsewhere. Pay no attention to local officers or magistrates. If they interfere with you arrest them. Interference with you will not be tolerated."
>
> United States Marshal Israel has enlisted and armed over 200 men as special deputies and has five companies of United States troops and is carrying on war in Colorado regardless of State rights. His deputies arrest without warrant and are ordered to admit of no interference by county or State magistrates. By what authority does Marshal Israel violate the Constitution as to arrests and usurp your authority to suspend the writ of habeas corpus in Colorado?
>
> DAVIS H. WAITE, Governor.

Under the protection of troops and deputies the Santa Fé and Denver and Gulf are attempting to run freight and passenger trains. The Executive committee of the strikers has ordered a strike on the Colorado Midland. The Denver and Rio Grande is still prevented from sending trains west by the strike of firemen at Salida. President Jeffery declares he will tie up the road for six months rather than break any contracts. The Union Pacific sent out a passenger train, but will not attempt to run it beyond Cheyenne.

Judge Hallett in the United States Court announced very emphatically today that men arrested for violating the court's injunctions who are awaiting hearing for contempt will not be permitted to return to the places where they created disturbances even when bonds are furnished.

Do You Fish?
OR
Do You Try?
Do You Ever Catch Anything?
Perhaps You Don't Know How?
Only 10cts. a day

You Can Learn All About
Fish and Fishing,
Fish Culture,
Fish Hooks and Tackle,
Fishing Boats,
Fishery Laws,
Fishing Bait IN THE
ENCYCLOPEDIA BRITANNICA
10 CENTS A DAY.

Get the Chicago Tribune Edition
—OF THE—
ENCYCLOPEDIA BRITANNICA.

It is a fac-simile of the Great Edinburgh Edition, but has also extensive additions and revisions with all the most important American articles rewritten and brought down to date.

IT COSTS ONLY 10 CENTS A DAY.

The 25 volumes complete in various bindings can be seen at THE CHICAGO TRIBUNE READING ROOM, 109 Adams-st., opp. Postoffice. Call and see the work or send a postal card and a volume will be sent to your address.

Awarded
Highest Honors—World's Fair.
·DR·
PRICE'S
CREAM
BAKING
POWDER
MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.

In all the great Hotels, the leading Clubs and the homes, Dr. Price's Cream Baking Powder holds its supremacy.

40 YEARS THE STANDARD.

IT CREEPS UP A PEG.

NEW DIRECTORY PLACES CHICAGO'S POPULATION AT 1,635,000.

There Has Been an Increase of About 40,000 in the Last Year—New Book to Be Ready for Delivery Next Week—How the Directory Compilers Figure on Returns—Comparisons with Those of the School Board and National Census.

Chicago's population is 1,635,000. This is the estimate made by R. H. Donnelley of the City Directory company. This means in Mr. Donnelley's opinion that 35,000 to 45,000 persons have been added to the population since the directory was issued last year. The book, which will be ready for delivery next week, contains a total of 2,288 pages against 2,238 last year. This includes advertisements. The number of pages devoted to names this year is 1,840. Last year there were 1,793 pages. The increase is therefore 47 pages. The average number of names on a page is 290. The additional names, therefore, amount to between 14,000 and 15,000, and these represent the increase mentioned. Mr. Donnelley explained last night the method of figuring the population.

"The School Board collects the names of actual residents within the city limits," said he. "We collect the names of all persons who live in Chicago or who do business here permanently. There is an apparent tendency to error here, but in practice we have not found that to be the case. It might be objected that to take the name of a resident of Evanston who does business in Chicago as the basis of an estimate of so many persons constituting his family would be wrong. We do not estimate in that way. In other cities the method is to multiply each name by 3 and a fraction. We take the directory of the year of the government census as a basis. If so many pages represent so many people an increase in the number of pages means just such a proportionate increase in the population. We have tested this method of estimating and found it to be reasonably accurate.

"The figures of the present estimate are above those of the School Board. In 1890 the school census was 1,200,000. Our estimate was 1,150,000. The government census after revision showed a population of 1,110,000. In 1892 the school census was 1,438,000. Our estimate was 1,420,000. The increase this year, while far below the addition made to Chicago's population last year, is sufficient to dispose of all statements that Chicago has had a check. It is still growing."

The directory shows that a new center of population has been formed in the World's Fair district and a big one. Last year the canvassers took from two to a half dozen names in scores of big buildings used as hotels. They were converted into flats when the Fair closed and are now hives of human beings. Hard times, it appears, have caused an immense amount of moving. The "flat" population of the city is larger than ever before. There is also an immense hotel population. Many hotels built for the World's Fair have made low rates, with the result of filling their rooms with permanent boarders. The canvassers found that many families were occupying houses and flats jointly with others, another circumstance attributable to the stringency of business.

In the business district there has also been extensive moving. There are instances where large office buildings have been almost filled with entirely new tenants. A number of big office buildings completed about May 1 have made new centers for certain kinds of business established elsewhere. The new Stock Exchange Building is a notable example. It influenced the transfer of a large colony of brokers from Dearborn street to La Salle street.

FOURTEEN MEN ARE LOCKED UP.

Blue Island and Stock-Yards Prisoners Are Arraigned and Remanded.

Fourteen prisoners, twelve of them citizens of Blue Island, and all arrested by Deputy United States Marshals, were arraigned before Commissioner Hoyne at 9:30 o'clock last night charged with obstructing mail trains and interfering with United States officers. The prisoners arraigned were:

James Fryer, Terry Flannery, J. W. Disenfants, Owen O'Keefe, Herman Waterman, John Evans, J. M. Rogers, Otto Hanibohn, William H. Cochran, Fred Schultz, August Neitsche, and James O'Connell, all of Blue Island; Joe Sebastian of No. 230 Swann street, and Louis Erickson of No. 325 Fifty-eighth street.

They were all held under bonds of $1,000 each until Saturday morning at 10 o'clock.

The twelve Blue Island men were arrested Wednesday and are charged with various offenses. They were unable to give bond and were sent to jail. Joe Sebastian and Louis Erickson were arrested at Forty-third street, near the Stock-Yards, upon the order of Capt. Conrad of one of the United States infantry companies, charged with throwing stones and otherwise interfering with the troops and Deputy Marshals.

After their arraignment the prisoners were taken to the County Jail. The majority of them will be unable to give bond, they informed the Commissioner.

One hundred more special Deputy Marshals will be sent out from Marshal Arnold's office at 8:30 o'clock this morning on a call from the Rock Island management. They will be sent out from the Rock Island Passenger Station at Pacific avenue and Van Buren street to points along the road where trains are being moved.

FIELD SERVICE FOR FIRST REGIMENT.

Col. Turner's Boys Leave Tonight for Six Days at Camp Lincoln.

The First Regiment of the Illinois National Guard and Battery D, numbering 600 or 700 men, leave on the Illinois Central at 11 o'clock tonight under the command of Col. Turner for Camp Lincoln for a six days' field service. The train will carry the largest regiment which ever left Chicago for practice at Springfield. A detail has preceded the regiment and has been busy since Tuesday getting everything about the camp in order. The camp will be one of instruction, practice, drill, and discipline and is especially necessary now, as the regiment has some 200 recruits who have joined since Col. Turner's election. There will be one day at the rifle range and the drill will be the open order drill, skirmishing on the fire line, and practice in field warfare. "It would seem rather an inopportune time," said Col. Turner, "to leave the city. But in case of any trouble we could get here from Springfield inside of six hours. Even this would be as quick or quicker than the Second Regiment could be got ready. Owing to the expense entailed upon the State in sending troops to different places we have been cut one day for the encampment. We expect to return to the city Friday. No; we don't expect any trouble in getting to our destination on account of the strike."

HETTY GREEN LOSES A BUILDING.

It Burns with Ten Horses at Nos. 375-379 West Randolph Street.

A frame building at Nos. 375-379 West Randolph street, owned by Mrs. Hetty Green and occupied by James D. Beckett, livery man, and the Henry Carriage company, was destroyed by fire yesterday morning, causing a loss of $10,000. Mrs. Green will lose $6,000 and the tenants $2,000 each. The fire started in the carriage factory and spread to the livery stable under the same roof. Ten horses were burned and several hundred dollars' worth of harness and vehicles was destroyed.

PRENDERGAST CASE IS IN ECLIPSE.

Supersedeas Will Not Be Asked for Until Next Monday.

The Prendergast case is in temporary eclipse. Mr. Darrow said yesterday the record might be ready today, but no effort would be made to submit the writ of error and ask for a supersedeas until next Monday. The Supreme Court is not in session and to what Judge he would apply he was unable to say.

New Step in the Mackin Case.

The latest step of the contest over the Mackin estate is the objection of the administrators, John Mackin and John J. Philbin, to the appraisement of the widow's award. The papers filed in the Probate Court yesterday assert that Martha Mackin, the widow, holds no claim because of a deed executed Jan. 20, conveying all her interest in the estate to John Mackin and Mrs. Philbin "for valuable and ample consideration." Attorney Matthew Brady of counsel for the widow said Mrs. Mackin received $250,000 in return for the transference when her interest is actually worth over $500,000. The court will be asked to set aside the conveyance.

After the Sons of Veterans.

Residents of Englewood are angry at the action of the Rapp Zouaves, Sons of Veterans, in clearing the field used for a ball game July 4. It is asserted that the veterans selected the ball field as a desirable place to fire a cannon and cleared the space. Those who support the ball players are circulating a petition to the Adjutant General to annul the permit given the Sons of Veterans to drill with arms.

Miss Willard Delayed by the Strike.

Mrs. L. Reilly, President of the Fourth District W. C. T. U., at Evanston, received a dispatch yesterday from Miss Willard saying she would not come to Chicago at present, but would leave Montreal yesterday and go to her summer residence in the Catskills, where she will remain until after the strike is settled.

Sues the Illinois Central for $50,000.

William H. McNaughton Jr. has sued the Illinois Central company in the Superior Court for $50,000 damages. He claims officers of the road ejected him from the train and caused his arrest for traveling on a ticket which they said had expired.

Zabler Convicted of Forgery.

C. H. Zabler was convicted in Judge Payne's court yesterday afternoon of getting $300 from the International Bank by forging the name of Julius Regenstein, Treasurer of the Chicago Engraving company, to checks. The prisoner was sent to the Illinois State Reformatory.

Most of the Fair Bonds Redeemed.

Controller Ackerman received three responses to his offer of $200,000 worth of World's Fair bonds. The First National Bank of this city offered $65,000 at $103.25 and N. W. Harris & Co. offered $100,000 at the same figure. R. L. Day & Co. of Boston offered $53,000 at $103.71. The first two offers were accepted, and the Controller telegraphed to the Boston firm that its bonds would be purchased at the rate offered by the Chicago houses.

Contempt of Court for Smoking.

William Kelly's liking for a cigar was stronger yesterday than his discretion as a juror in Judge Dunne's court. He was fined $5 for smoking in contempt of court.

Dies from July 4 Burns.

Fannie Bloom, 8 years old, died at her home, No. 2412 One Hundred and Fifteenth street, yesterday from burns caused by a fire started from crackers July 4.

Forfeits His $1,000 Bond.

James McHie yesterday forfeited his bond of $1,000 by failure to report to Judge Payne for trial on a charge of keeping a gaming house.

Arapahoe Club Picnic Postponed.

The Arapahoe club's eleventh annual club picnic at Burlington Park has been postponed to Sunday, July 15.

Items.

John C. Spooner of Wisconsin is at the Grand Pacific.

County Treasurer Kern yesterday turned over to the city $200,000 of taxes collected.

Fritz Goetz, Max A. Drezmal, and Joseph W. Errant, new members of the Board of Education, called at the City Clerk's office yesterday and took the oath of office.

Fire Marshal Swenie has commissioned Engine Company 74. It takes the place of Hose Company 9 and will be stationed at One Hundred and Sixth street and Ewing avenue. Nicholas J. Powers is Captain and William M. Wright, Lieutenant.

C. H. Sigmund has filed a declaration in his damage suit against Coroner McHale. He says the Coroner promised him a large amount of business if he would move to larger quarters. He made the change and says McHale failed to carry out the agreement.

John Massey and Ed Horner will defend themselves July 10 in Justice Bradwell's court from the charge of stealing 200 pairs of shoes from O. K. Bohm's store, No. 383 Clark street. Henry Eberhardt was arrested, charged with receiving the stolen property.

The Coroner's jury, which held an inquest on the remains of Mattie Lewis at No. 2508 Armour avenue yesterday criticised the Lake Shore for not protecting the Twenty-sixth street crossing, where the accident occurred. The girl was 9 years old. Last Tuesday she was killed by a beer barrel knocked from a wagon by a locomotive.

ENGINEER AND FIREMAN KILLED.

Passenger Train Wrecked by Open Switch Near Fort Madison, Ia.

FORT MADISON, Ia., July 5.—[Special.]—The east-bound passenger train on the Chicago, Fort Madison and Des Moines tonight ran through an open switch fifteen miles west of here, wrecking the train. Engineer Chris Ernest and Fireman Eldon were killed. There was a large picnic party on board. It is impossible to find out whether any of these were killed or hurt. No news has been received from the scene of the wreck since the wrecking train went out from here. The scene of the wreck is several miles from any station.

CEDAR RAPIDS, Ia., July 5.—[Special.]—Martin Inman, aged 19, a railway employé, was instantly killed in the yards at 9 o'clock tonight. He was caught between two coaches where the tracks converge and his neck was broken.

CŒUR D'ALENE MURDERERS CAUGHT.

Striking Union Miners Who Killed Kneebone May Be Lynched by Citizens.

SPOKANE, Wash., July 5.—The three deputies who went after the Cœur D'Alene murderers of Kneebone yesterday overtook them about three miles from Burke. Supt. Neill and his companions have been set free. Kneebone was the non-union blacksmith shot by the striking union miners in Cœur D'Alene County Tuesday night. The citizens are thoroughly incensed and threats of lynching are common.

MUSIC TEACHERS' MEETING.

Marked Success of the Liebling Recital Before the National Association at Saratoga.

Mr. Emil Liebling, the distinguished Chicago pianist, appeared in recital Wednesday afternoon before the Music Teachers' National Association at Saratoga.

Special advices received state that the program was admirably carried out and created the greatest enthusiasm.

The Kimball concert grand piano was selected for use at the association meeting and the following is a telegram received by the manufacturers:

"SARATOGA, N. Y., July 4, 1894.—W. W. Kimball company, Chicago, Ill.: Piano arrived in perfect condition and was used without retuning. It was a decided success. E. LIEBLING."

Good Ground for Divorce.

Out in San Francisco a sensitive husband is suing his wife for divorce because she bleached her hair. In his petition he says:

"Bleached or artificially colored hair is easily distinguished as such, and does not appear natural, nor does it deceive any person, but it is perfectly patent and noticeably conspicuous. It is regarded by the majority of right-thinking persons as an indication of a loose, dissolute, and wanton disposition, and is regarded as, and commonly held to be, a practice never affected by modest, pure, and respectable women."

The husband claims that he is mortified and humiliated on account of the change in the color of his wife's hair. He adds:

"She is a brunette naturally. Her hair is of a chestnut brown color, which in its normal state is modest and becoming, and harmonizes with the natural color of her skin and eyes. Since we married she has against my wishes and protest, and with intent to vex, annoy, exasperate, and shame me, dyed her hair and changed its shade to a conspicuous and showy straw or canary color. As a consequence of this artificial coloring she has been obliged to paint her face to secure an artificial complexion in keeping with the artificial color of her hair. The combination has given her a giddy, fast, and sporty appearance."

To Asbury Park Via Niagara Falls.

The Michigan Central, "The Niagara Falls Route," will run a special train of coaches and Wagner sleeping cars to New York for the particular accommodation of teachers and their friends. Leaving Chicago 3:30 p. m. Saturday, July 7th, the train will stop over at Niagara Falls next day, arriving Albany next morning and giving the option of ride down the Hudson on the day boat. The most delightful trip of the season. Fare for the round trip only $22. Reservations should be made early to secure accommodations. Apply to L. D. Heusner, city passenger and ticket agent, 67 Clark street, corner Randolph. O. W. Ruggles, General Passenger and Tkt. Agent.

Legal Decision on Masses.

A decision in a novel case has been handed down by the Supreme Court of Alabama. Some time ago a prominent Roman Catholic died in Mobile and bequeathed $2,000 to be used for the masses for his soul. The court held the bequest void because there was no living beneficiary of the trust endeavored to be created, the soul not being an entity in contemplation of the law.

LEAD FLIES AT BUTTE

ONE MAN KILLED AND SEVERAL INJURED IN A. P. A. RIOT.

Saloonkeepers Display Bunting Arranged in the Form of the Letters of the Anti-Catholic Order and a Mob Attacks Them—Troops Are Called Out to Quell the Disturbance—Decision at St. Louis in Favor of the Water Works Company Against Kansas City.

BUTTE, Mont., July 5.—An A. P. A. riot broke out here late yesterday afternoon. At 7 o'clock one man had been killed, one fatally injured, and half a dozen more or less wounded. The malitia has been called out and is stationed in one district of the city. All saloons have been closed as well as pawnshops and places where ammunition is sold.

In the riot a special policeman was shot through the heart and instantly killed by Frank Nunford, a baker. Samuel Dunn was shot in the side and is probably fatally injured. William Page received a glancing shot in the eye.

The trouble was precipitated by two saloonkeepers displaying on the fronts of their saloons bunting forming the letters A. P. A. Last night some one, presumably a Catholic, set off a stick of giant powder under one of the windows, demolishing a large pane of glass. This attracted a large crowd of people to the scene, which blocked the street all day. After the parade the police could not disperse the crowd. Several fights occurred, and the first shot was fired by William Ferguson at William Page. This intensified feelings, and the crowd started to tear down the buildings occupied by the saloonkeepers who had the A. P. A. sign out. Judge McHatton of the District Court appeared in a window and addressed the crowd, appealing to them to commit no overt act of violence and gave assurance that the trouble would soon end. The crowd could not be calmed, but was held at bay by wise counsel.

At 6:30 the riot broke out and the fire department rushed into the crowd, turning the water upon them. The hose was then turned in Simon Hausewirth's saloon and the A. P. A. signs torn down. Several men inside the saloon began shooting. One man stood at the door and fired six shots into the saloon. The Sheriff and posse then came upon the scene, some of whom were roughly handled and barely escaped with their lives. Fifty arrests were made. The Mayor then called upon the Governor for militia and several local companies were ordered out.

KANSAS CITY LOSES THE WATER CASE.

Court of Appeals Decides in Favor of the National Company.

ST. LOUIS, Mo., July 5.—In the United States Court of Appeals today an opinion was filed in the case of the National Water Works company against Kansas City, Mo., appealed from the Circuit Court for the Western District of Missouri. The Court of Appeals remanded the case to the Circuit Court with directions to vacate its former decree and in lieu thereof to enter a decree drawn by the Court of Appeals declaring in effect:

Kansas City is bound to purchase from the water works company and the latter is bound to sell to the city its entire plant, both the portions situated in Kansas and in Missouri; the fair and equitable value of the complete water works plant is $3,000,000; the company is entitled to possession until the final payment is made; the water works company must execute the necessary deeds of release by Dec. 1, 1894; and Kansas City must pay all unpaid hydrant rentals which accrued prior to Nov. 15, 1893, and all subsequently accruing rentals according to the rate agreed upon between the city and the company until the city becomes entitled to the possession of the plant. The city is not entitled to recover from the company any sum on account of claims for damages in the cross bills.

FIVE DROWNED AT FORT WAYNE, IND.

Series of Accidents with Fatal Results—One the Result of a Quarrel.

FORT WAYNE, Ind., July 5.—[Special.]—Albert Kent, aged 25 years, and Miss Inez Golden, aged 18, spent the Fourth of July at a picnic at Cantilever Park, this city. In the evening they disappeared, and at 10 p. m. some pleasure seekers reported find an upturned boat and a girl's hat. This morning St. Joseph River was dragged at the place and the bodies of Kent and Miss Golden were found. Kent was a coachman. His widowed mother lives at Lancaster, O. Miss Golden came here recently from Bryan, O.

Three little boys this afternoon saw a woman push a man into the St. Mary's River in this city. The man dragged the woman into the stream after him, and both were drowned. The police are dragging the river, but have not found the bodies.

George Wells, a resident of Garrett, Ind., was drowned while bathing in the lake at Avilla last night.

HOLLAND, Mich., July 5.—[Special.]—Six young men capsized with a sail boat yesterday on Black Lake. Five were saved, but Lucas Elders, aged 20, was drowned.

No Orders Given to Shoot Sunday.

OMAHA, Neb., July 5.—[Special.]—The trial of Private Cederquist by court-martial for refusing to obey orders and join in the target practice Sunday, June 17, was closed at noon today at Fort Omaha. Col. Bates testified that he had not given orders to have target practice Sunday, and that such orders had never to his knowledge been given in the department.

Chimney That Cost $10,000 May Fall.

MILWAUKEE, Wis., July 5.—[Special.]—It has been discovered that the 110-foot chimney, which cost $10,000, of the palatial almshouse at Wauwatosa threatens to fall and carry down with it the $252,000 building. It is out of plumb, and has settled and pulled the beams of the building from their sockets. It is feared the chimney will fall before it can be torn down.

New Trial for Banker Paris.

FRANKFORT, Ind., July 5.—[Special.]—Judge Kent today sustained the motion for a new trial in the case of John W. Paris, the banker who was convicted last week of false pretenses and given six years in the penitentiary and fined $1,000. The intention of the counsel for ex-Gov. Chase is to ask for an early trial of his case.

Scheig's Bondsmen Must Pay Up.

MINNEAPOLIS, Minn., July 5.—[Special.]—The case of the Bank of Minneapolis against Philip Scheig and his bondsmen to collect $10,000, the amount of the bonds given to protect the bank when Scheig was in its employ as cashier, ended today. Judge Smith ordered the jury to find a verdict for the bank.

Two Murders at Quincy.

QUINCY, Ill., July 5.—[Special.]—William Simens stabbed an unknown tramp to death in a quarrel last night.

William Nelson and Wheeler Taylor, both colored, quarreled at midnight and Nelson stabbed Taylor, killing him instantly.

Northwest Notes.

A rocket struck Lena Slater, 11 years old, in the eye at La Porte, Ind., killing her instantly.

The Rev. W. A. Humphreys of Washburn, Ill., has accepted a call to the Christian Church at Virginia, Ill.

Frederick Depping, a bondsman of defaulting County Auditor Johnson, committed suicide by hanging at Muscatine, Ia.

A. S. Williams of Chicago, claiming to be a grain operator, was arrested at Mount Clemens, Mich., charged with swindling.

The Rev. George Burnette has resigned as pastor of Calvary Congregational Church at Rockford, Ill., because of non-payment of salary.

COOK PARTY SAILS NORTH SATURDAY.

Steamship Miranda Arrives to Convey the Arctic Scientists.

NEW YORK, July 5.—The steamship Miranda of the Red Cross Line, which has been chartered for Dr. Cook's arctic expedition, has arrived at North Central Pier, Brooklyn. Tomorrow morning it will steam to Pier 6, North River, from which pier the expedition will sail the following evening at 5 o'clock. The officers of the expedition are:

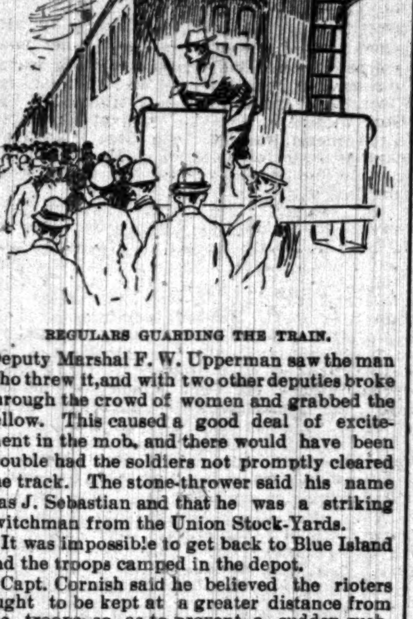
Dr. F. A. Cook, Commander; Prof. William R. Brewer of Yale, Prof. G. F. Wright of Oberlin, and Prof. S. C. Jillson of Pittsburg, geologists; L. L. Dyke of Kansas State University, zoologist; Samuel P. Orth of Oberlin and B. F. Staunton of Oberlin, assistant zoologists; E. A. McIlheny of Louisiana, ornithologist; Prof. Elias P. Lyon, Harvard School, Chicago, biologist; Dr. Julius F. Vale of St. Louis and Dr. R. H. Cramer of New York, surgeons; Louis L. W. Joyner of Poughkeepsie, N. Y., entomologist; Russell W. Porter of Boston and Robert De P. Titus of New Haven, surveyors.

TROOPS DOWN-TOWN.

[Continued from first page.]

200 feet from where the train had stopped. When the police saw this they attempted to execute their instructions by driving back the intruders. Sergt. Foreign, wearing star No. 153, led the police, and clubs were freely used. The police drove the rioters back to Wentworth avenue on Fifty-first street, and at that point a large number of stones were thrown at them. None of the officers was injured, however, though several were somewhat bruised. While all this was going forward Lew Erickson, a carpenter recently in the employ of the Fort Wayne road, jumped on the engine and undertook to get the engineer and fireman to quit their jobs. They threw him off the engine at once and he was placed under arrest.

Capt. Conrad decided to return to Fortieth street, but when the train was about half a block south of Fifty-first street it was found that a switch had been tampered with. The mob had in the meanwhile recovered from the clubbing it had received and was swarming about the tracks. Women with babes in their arms formed in lines a few rods away from the train and made unpleasant and uncomplimentary remarks about the workmen engaged in repairing the switch. While the repairing was going on a stone was thrown over the heads of the women at the workmen.



REGULARS GUARDING THE TRAIN.

Deputy Marshal F. W. Upperman saw the man who threw it, and with two other deputies broke through the crowd of women and grabbed the fellow. This caused a good deal of excitement in the mob, and there would have been trouble had the soldiers not promptly cleared the track. The stone-thrower said his name was J. Sebastian and that he was a striking switchman from the Union Stock-Yards.

It was impossible to get back to Blue Island and the troops camped in the depot.

Capt. Cornish said he believed the rioters ought to be kept at a greater distance from the troops, so as to prevent a sudden rush. He believed, though, that he could repel a mob if it had to come as far as forty feet. In that time he could fire twice and then charge bayonets, which would be sufficient to scatter any crowd.

TRAIN STOPPED AND CREW BEATEN.

Riot at Fortieth Street and the Fort Wayne Tracks.

Riotous, hysterical women, many of them with babies in their arms, urged Debs' vandals to acts of wanton destruction at Fortieth street and the Fort Wayne tracks yesterday. Of the women there were several hundred, but the men numbered 3,000 or 4,000. Encouraged by the women they tore up the tracks, overturned scores of freight cars, and held up a Fort Wayne train, beat the engineer and fireman almost into a state of insensibility, and then drove the passengers from the train under threats that if they remained they would be stoned to death. The police offered no assistance.

The train was a suburban from South Chicago, made up of three cars, and was due in at 1:30. There were 125 passengers on board. The mob began to congregate at noon at this point and by 1:30 it numbered 4,000 excited and angry men and women. They had congregated for the purpose of mobbing the day express due out at 3:15 p. m. It carries five Pullman cars and is the second fastest train on the road. When the suburban train hove in sight the rioters piled rails and scrap-iron on the track. The engineer was running at a rapid rate of speed in the hopes of running past the mob, and before he saw the obstruction on the tracks he was close upon it. He reversed the engine, but nevertheless crashed into it, badly damaging the engine. The shock frightened the passengers greatly, and many of them, panic-stricken, left the train. The train was at a standstill. Half a dozen hoodlums sprang on board the engine and began to beat and kick the fireman and engineer. When they had done this the two unfortunate employés of the road had to run the gantlet of the mob. Women and men alike assailed them, and when they escaped they were hardly able to stand. Meanwhile others of the vandals boarded the passenger cars and drove the passengers out. When the passengers and train crew had fled the rioters, excited over their success, began to overturn freight cars before and behind the train so that the track was completely blockaded.

When this outrage became known to the officials of the road they decided to abandon all other trains for the day. The Western express from New York and the fast mail due at 9 o'clock and 9:45 o'clock p. m. were ordered to remain at Valparaiso until the obstruction could be cleared.

An incoming train on the Pan-Handle was blockaded at Brighton Park at 4 o'clock by the overturning of freight cars before and behind it and all further service on that road was abandoned for the day. Of the roads leaving the Union Depot the Pennsylvania, the Alton, and the Pan-Handle were blockaded by Debs' lawless minions last night. The Burlington and the St. Paul ran their passenger trains without interruption.

FIRE IN ILLINOIS CENTRAL YARDS.

Fifty Cars Burned Early This Morning and the Blaze Still Going.

Strikers set fire to a number of freight cars in the yards of the Illinois Central at One Hundred and Fourth street at 2 o'clock this morning, and inside of an hour fifty cars were destroyed, causing a loss of $20,000. The City Fire Department dispatched one engine to the scene. The police attempted to save some of the cars by dragging them from those already burning. At an early hour this morning it looked as if the entire yards would be destroyed.

THREE ENGINES DITCHED AT SPOKANE

Mob in Control of the Depot—United States Troops May Be Called.

SPOKANE, Wash., July 5.—[Special.]—A train, the first in over a week, bristling with deputies, arrived from the west over the Northern Pacific at 5 p. m. The depot was immediately surrounded by a crowd which finally ditched three engines and two freight cars. Deputies were stoned and driven to the round-house. Deputy Martin and two other marshals were seriously hurt. At 11 p. m. shooting is going on at the depot. Fort Sherman is only thirty miles away and United States troops may be called for.

BIG FOUR TRAINMEN AT WORK.

Traffic on the Road Is Again Resumed—Deb's Order Disobeyed.

MATTOON, Ill., July 5.—Big Four trainmen returned to work last night, the strike being declared off. Engineers refused to assist strikers. Trains are all running on regular time. Men returned to the shop this morning and were told they were not needed yet. Peoria, Decatur, and Evansville men refused to obey an order from Debs to go out.

ALTON, Ill., July 5.—The agent of the Big Four road in this city says the strike on that road has been declared off and that all trainmen in the employ of their company in this city are working as usual this morning. No truth in the report that Grand Master Sargent had ordered firemen out.

TWO MEN ARE SHOT.

COLD LEAD FOR EDWARD O'NEIL AND ANTONIO HOPP AT THE YARDS.

Claim Agent Gregory of the Western Indiana Railroad Gives Them Each a Bullet, He Says, for Interfering with a Train—Mob of 20,000, Infuriated by the Shooting, Sets Fire to a Shanty and Several Cars—The Injured Men Will Recover.

Two men fell victims at the Stock-Yards yesterday. Two pistol shots were fired and they were effective, but they did not abate the determination on the part of the strikers and their friends to prevent trains from running. The injured men are:

O'NEIL, EDWARD, No. 603 Forty-second street, shot in the thigh; serious injuries.

HOPP, ANTONIO, No. 1912 Forty-sixth street, shot in right leg, not serious.

The shooting was the culmination of a series of conflicts between mobs and officials vested with authority. The man who did the shooting was E. J. Gregory, Claim Agent for the Western Indiana railroad. The police and troops had gone to the Stock-Yards from Fortieth street and Stewart avenue, at which point a stock train had been held all day by fully 20,000 people. The surrounding country was left unprotected and the lawless mob proceeded to get all the satisfaction it could in destroying property. Cars were thrown across the Western Indiana and Fort Wayne tracks at Fortieth street and Stewart avenue and were then upset, forming a barrier. The work had just been done at 5:30 p. m. when a Western Indiana passenger train came in sight going to Englewood. The tracks were blocked in a way that would take hours to clear and the trainmen finding it to be the case decided to go back to the city. The determination was received with cheers. Some claim stones were thrown, while others deny it. At any rate, as the train was moving with difficulty, Claim Agent Gregory raised his revolver and fired twice at the crowd. O'Neil was hit by the first shot and fell to the ground. As the mob scattered the pistol cracked again and Hopp went down with a bullet in his leg. The mob started for the train, but the engineer opened the throttle and it swept away. O'Neil was taken to the office of Dr. Tillotson, where an examination showed that the bullet had just missed the femoral artery. Hopp had his wound dressed and both men were taken home.

Gregory's action put the crowd in worse humor than before. The people again started out with vengeance in their eyes. They upset the flag shanty, set it on fire, and then did the same with several freight cars. The Fire Department was called and extinguished the flames, but the crowd cared little for that and started south for other violence. A big mob rushed into the Wabash round-house apparently to commit some depredation. The men climbed on the engines and began to dismantle them when Inspector Hunt reached the scene with a detail of men. The crowd was forced from the tracks and east and west on Root street, from which place it dispersed slowly.

Mr. Gregory said last night: "I shot to save the life of the engineer, and I am sure he would have been killed had I not done so. The first man I shot was approaching the engine and was on the point of throwing a heavy iron nut at the engineer when I fired. I shot low, as I had no desire to kill any one. All the time the mob was pelting the cab with stones, brick, and pieces of iron. I think I was justified in shooting, and under the same circumstances I would take the same course."

DELIVERY OF MAILS IS IMPROVING.

Department Has Been Much Hampered and There Have Been Many Complaints.

"Conditions as to the mails are better today," said Assistant Postmaster Hubbard yesterday. "There have been many complaints, of course, but the public generally understands the situation. The mails have been somewhat light. Everything that has come in has been delivered promptly as possible. I think there is no accumulation of mail matter here now."

The delays experienced by the strike have in instances amounted to as much as twenty-four hours. Numerous packages made up in the Postoffice were in certain cases "hung up" in cars held by strikers. Postmaster Hesing intended last Monday to inaugurate his new system for facilitating the handling of local mails. It involved the employment of a special messenger service on the steam, cable, and Elevated roads in reaching the substations at South Chicago, Kensington, Ravenswood, Pullman, and other points. The strike made it necessary to employ the street cars and elevated roads, but deliveries, it is stated, have been prompt and efficient.

ANOTHER RAILWAY IS TIED UP.

Calumet and Blue Island Men Strike—Will Close Illinois Steel Works.

Another railway was tied up out of sympathy at 6 p. m. yesterday when the switchmen and enginemen of the Calumet and Blue Island Terminal railway struck. One hundred and fifty men are concerned directly in the strike, but it affects all South Chicago, since the refusal of the men to handle cars will compel the mills of the Illinois Steel company to cease operation. At 3 o'clock a committee from the men called upon the officials of the railway company and said they would not longer handle cars delivered from boycotted roads. They gave the company three hours to reply. When the reply was not forthcoming they struck. As the Illinois Steel company depends upon the road for its supplies of all sorts the officials of the company said last night the mills would close as soon as the last metal on hand was used up. It was not expected this would last through the night. Three thousand men will be thrown out of employment by the closing of the mills, and as most of them have been without employment for the greater part of the year the shut-down will be productive of great want in the community.

NO TRAINS AT POLK STREET STATION.

Business Suspended by Roads Using Western Indiana Tracks.

Business at the Polk street station was totally suspended after 3 o'clock yesterday afternoon, and no trains can get in or out before noon today. All trains come into the depot over the Chicago and Western Indiana tracks, and during the afternoon the strikers literally strewed the tracks with box cars from Western Indiana Junction to Center avenue. This effectually blockaded the entire business of a half dozen systems. The Chicago and Grand Trunk got out one mail train in the morning. The small passenger station at Center avenue was burned by the strikers. The Chicago and Erie got three trains in and one out. This road had a $2,000 fire among the freight cars at the Fifty-first street yard. The Monon got a mail train and a milk train in and two morning trains out. The Chicago and Eastern Illinois got one in and two out. The Wabash Short Line got one train out. The Santa Fe practically moved all its trains up to the hour of the blockade. Freight and suburban business is absolutely suspended by these roads at the Chicago terminal. The service of the roads entering the Wisconsin Central depot was fairly good yesterday. The Central got in four trains and sent out three. With the exception of two passenger trains stalled at One Hundredth street last night the Baltimore and Ohio moved all its trains. The suburban service of the Northern Pacific was fairly regular. The Chicago Great Western officials claimed they were moving all trains.

REGULARS CAMP ON LAKE FRONT.

Troops Brought In from Grand Crossing Last Night—Others to Arrive.

A military camp has been established on the Lake-Front and this morning it will be alive with soldiers of the United States army. The troops stationed at Grand Crossing arrived there last night and went into camp at the foot of Harrison street, and it is expected additional troops from Fort Leavenworth will have taken up a temporary abode there by sunrise this morning.

Gen. Miles, appreciating the gravity of the outlook in the business part of Chicago, last evening ordered the troops stationed at Grand Crossing to move to the Lake-Front, and the troops from Fort Leavenworth, which were hastening to Chicago as fast as a special train on the Burlington road could carry them, were instructed to camp at the same place. Lieut.-Col. Humphreys, in command of the troops at Grand Crossing, received orders to break camp there and proceed to the Lake-Front at 5:15 p. m. Before sundown he had executed the order.

The troops from Fort Leavenworth were delayed in starting, but last night the Burlington officials were of the belief that the train would be in by 4 o'clock this morning. Some difficulty was experienced yesterday in obtaining permission from the city authorities to use the Lake-Front Park as a camping ground, and not until near 7 o'clock was permission given.

The troops from Michigan will come in over the Northwestern, and, unless delayed by some accident, will arrive here at 8 o'clock this morning. They started on a special train over the Soo line, and have been given the right of way both over that road and the Northwestern.

The Leavenworth troops consist of a battalion of four companies, and number 300 men, including the officers. Capt. J. M. Sanno is in command. The troops from Michigan consist of Companies B, C, and F of the Nineteenth Infantry under command of Capt. J. G. Leefe. They left Fort Brady at 3:30 yesterday afternoon.

CONFERENCE AT THE STOCK-YARDS.

Meeting Is Held to Effect Some Kind of a Settlement.

A conference was held late yesterday afternoon in one of the Stock-Yards offices looking to the opening of negotiations for a settlement of the pending blockade. What the nature of this proposed settlement is is not known, as none of the men who, it is alleged, attended the meeting was disposed to talk of the matter. Among those who it is claimed were present at this preliminary conference were Robert Strahorn, Jesse Sherwood, Thomas Byrne, Thomas Carey, and L. B. Dowd. These men met and had an interview, it is reported, with John B. Sherman with no tangible results. A positive statement was made after the meeting that another conference had been arranged for today.

TWO UNION DEPOT ROADS RUNNING.

St. Paul and Burlington Get Out Their Trains in Good Shape.

All trains on the Milwaukee and St. Paul, both through and suburban, left the Union Depot yesterday exactly on time, while of the incoming trains none were over fifteen minutes late. Trains were reported running on the Burlington as if there were no strike. On the other Union Depot lines there was trouble.

Arrested for Trying to Stop an Engine.

As train No. 23 on the Illinois Central road was pulling out of Kankakee yesterday morning D. D. Donovan, a representative of the American Railway Union, boarded the engine and attempted to persuade Engineer Perkins to leave his post. Perkins ordered Donovan to leave the engine, but he refused, whereupon Deputy United States Marshal Egan placed him under arrest. It is said Donovan attempted to pull the engineer away from the throttle.

Boycott at Riverdale.

As the people at Riverdale refuse to sell food or sleeping accommodations to the United States Marshals or Deputy Sheriffs the Illinois Central has fitted up a number of coaches with mattresses to be used as sleeping cars, and the Pan-Handle sent down two baggage cars with food, a cooking car, and a carload of provisions. The arrangements contemplate the feeding of 150 men at every meal and sleeping accommodations for the same number at night.

OFFICIAL WEATHER FORECAST.

OFFICE OF CHIEF OF WEATHER BUREAU, WASHINGTON, D. C., July 5.—Forecast for Friday: Illinois and Indiana, westerly winds, warmer in Southern Illinois.

Lower Michigan, fair, except local showers in northern portion, warmer in southern portion, westerly winds.

Upper Michigan, showers in the morning, followed by fair weather, westerly winds, warmer in western portion.

Wisconsin, generally fair Friday, winds west, warmer in northeast and extreme southwestern portions.

Missouri, fair, variable winds, warmer in southern portion.

Iowa, fair, northerly winds.

Minnesota, fair Friday, winds shifting to southerly and warmer.

South Dakota, generally fair, northerly winds, shifting to southwest, warmer in extreme western portion.

North Dakota, fair, winds shifting to southerly, warmer in eastern portion.

Montana, fair, southwest winds.

Kansas, fair, southerly winds.

Nebraska, fair, variable winds.

Colorado, generally fair Friday and warmer, winds shifting to southwest.

Place of observation.	Height of barometer.	Thermometer.	Max'm temperature.	Direction of wind.	State of weather.	Precipitat'on 12 hours.
Abilene	29.86	92	94	N. E.	Fair	
Bismarck, N. D.	30.00	82	83	N.	Clear	
Boston, Mass.	29.88	72	80	N. W.	Clear	
Buffalo, N. Y.	29.90	68	70	W.	Clear	
Cairo, Ill.	29.92	72	74	S. W.	Cl'udy	.44
Charleston, S. C.	30.08	70	90	N.	Rain	.78
Cheyenne, Wyo.	30.04	62	72	S.	Clear	.08
Chicago	29.86	74	80	S. W.	Cl'udy	
Cincinnati, O.	29.86	78	84	N.	Cl'udy	
Cleveland, O.	29.90	68	72	N.	Clear	
Davenport, Ia.	29.88	80	84	N. W.	Clear	
Denver, Colo.	30.06	68	76	W.	Clear	.02
Des Moines, Ia.	29.90	84	84	N. W.	Clear	
Detroit, Mich.	29.86	70	76	S. W.	Clear	
Dodge City, Kas	29.94	84	88	S. E.	Clear	
Duluth, Minn.	29.82	72	80	N. E.	Cl'udy	.02
El Paso, Tex.	29.78	96	100	S. E.	Fair	
Erie, Pa.	29.92	66	70	W.	Clear	
Galveston, Tex.	30.02	82	86	S. W.	Fair	
G'dHaven, Mich	29.84	66	70	S.	Clear	
Green Bay, Wis.	29.84	64	82	S. E.	Cl'udy	.08
Helena, Mont.						
Huron, S. D.	29.88	80	88	N.	Fair	
Indianapolis	29.88	78	82	W.	Fair	
Jacksonville	30.02	82	90	S. W.	Cl'udy	.32
Kansas City, Mo	29.96	78	82	S.	Clear	
Knoxville	29.94	72	74	W.	Cl'udy	.08
La Crosse, Wis.	29.88	70	82	Calm.	Cl'udy	Trace
Little Rock, Ark	29.90	74	88	N. E.	Cl'udy	.22
Louisville, Ky.	29.88	80	88	S.	Cl'udy	
Marquette, Mich	29.80	58	76	N.	Rain	.30
Memphis, Tenn	29.94	72	76	E.	Cl'udy	.56
Miles City	30.16	78	80	S. E.	Cl'udy	
Milwaukee	29.84	78	80	S.	Clear	
Minnedosa	30.02	68	70	N.	Clear	
Montreal	29.82	62		S. W.	Fair	
Moorhead	29.96	68	78	N.	Fair	
New Orleans, La	30.02	78	88	S.	Fair	.44
New York City	29.92	76	80	S.	Clear	
Omaha, Neb.	29.94	80	84	N.	Clear	
Oswego, N. Y.	29.90	54	68	W.	Clear	
Palestine	29.94	90	94	S. W.	Clear	
Pierre, S. D.	29.88	86	90	N.	Fair	
Pittsburg	29.90	76	80	N.	Fair	
Port Huron	29.88	70	76	S.	Clear	
Pueblo	30.06	64	82	N. E.	Rain	.24
Rapid City	30.00	70	76	W.	Fair	.01
St. Louis	29.92	78	84	N.	Clear	
St. Paul	29.80	74	84	S.	Cl'udy	.04
Salt Lake City	30.02	76	82	S.	Fair	
Santa Fe	29.90	80		N.	Fair	.02
Sioux City	29.90	80	82	W.	Fair	
Springfield, Ill.	29.92	78	82	N. W.	Clear	
Springfield, Mo.	29.96	74	78	N. E.	Clear	Trace
Toledo	29.88	72	76	W.	Clear	

WEATHER IN CHICAGO.

The temperature yesterday as observed by Manasse, optician, TRIBUNE Building, was as follows: Thermometer, 8 a. m., 72 degrees above zero; 9 a. m., 73; 10 a. m., 72; 11 a. m., 71; 12 m., 71; 1 p. m., 72; 3 p. m., 79; 6 p. m., 81. Barometer, 8 a. m., 29.55; 6 p. m., 29.35.

MOVEMENTS OF OCEAN STEAMSHIPS.

GLASGOW—Arrived—Circassia, from New York.
BREMEN—Arrived—Dresden, from Baltimore; Havel, from New York.
KINSALE—Passed—Tauric, from New York.
NEW YORK—Arrived—Kron Prinz Frederick Wilhelm, from Sorrento; Spree, from Bremen; Chester, from Southampton.
BALTIMORE—Arrived—Meapequa, from London.
SOUTHAMPTON—Midnight—Passed, Augusta, New York for Hamburg.

NEW INCORPORATIONS.

SPRINGFIELD, ILL., JULY 5.—[SPECIAL.]—THE Secretary of State today licensed for incorporation the following new companies:

The Gen. Daniel Dustin Monument Association, Sycamore; to raise funds for erecting a monument to Gen. Daniel Dustin; incorporators, S. Robinson, Everett P. Dutton, J. M. Green, and others.

The Columbia College of Citizenship, at Chicago; to develop the best citizenship, etc.; incorporators, Mary Frost Ormsby, Samuel Fallows, Mary A. Ahrens, and others.

The Clay City Business Men's Association, Clay City; incorporators, J. T. Evans, S. S. Doherty, and N. M. Burns.

Chicago Baker Employes Association, Chicago; incorporators, L. Silverman, L. Wiltenberg, D. Jacobson, and others.

Young Men's Republican club of Oak Park; incorporators, J. D. Caldwell, H. L. Draper, R. K. Maynard, George F. Holloway, and A. W. Merrick.

Kendall Co-operative Creamery company, Yorkville; capital stock, $7,000; manufacture and sell butter, etc.; incorporators, A. C. Gabel, H. F. Duze, and C. O. Johnson.

Faries Manufacturing company, Decatur; capital stock, $50,000; incorporators, R. Faries, W. R. Surface, and E. P. Civine.

Ig Pharmacy, Rockford; capital stock, $4,000; incorporators, J. C. Garver, T. J. Abbott, and Joseph E. Ig.

Pembroke Mining company, Chicago; capital stock, $100,000; incorporators, E. Sadler, H. D. Wells, and C. A. Buell.

A. Spencer Baking Powder company, Chicago; capital stock, $1,000; incorporators, William Gemmill, L. H. Bisbee, and Jens L. Westengarten.

Monmouth Union Creamery company, Monmouth; capital stock, $6,000; incorporators, J. A. Lee, J. W. Gaul, W. E. Burns, J. K. Ebersole, and J. C. McClurey.

MARRIAGE LICENSES.

THE COUNTY CLERK ISSUED PERMITS TO wed to the following couples yesterday, the persons living in Chicago where no place of residence is given:

	Age.
George Mangson, Mollie Mulligan	22—19
William Shurtleff, Annie Seifeiet	21—22
Theodore Schultze, Nellie Ford	21—25
John Eydent, Mary Nickowska	24—19
Patrick Hayes, Nellie Hayes	27—28
Richard Delanty, Mary Hanrahan	28—27
Kazmiez Dolenon, Pawla Maiecka	27—24
Joseph Litton, Beckie Faulk	28—22
Robert Lundenn, Amanda Johnson	26—24
Gustaf Wilsen, Grace Robins	28—22
Frank Bolt, Mary Burnett	23—18
John Sinola, Barbara Flems	25—21
George Blickhahn, Annie Warrington	23—23

MARRIAGE LICENSES.

Robert Marz, Lena Mueller	38—30
William Stenett, Mary Grismer	45—32
Johan Bambula, Annie Wolenski	57—43
Fred Johnson, Etta Droper	24—23
Nicholas Lenz, Julia Plumb	43—31
Emil Peterson, Jennie Johnson	30—30
Ike Brown, Ray Lewis	24—21
Thomas Kellcheer, Mamie Sweeney	29—19
Herman Dingler, Bertha Schroeder	27—23
George Simpson, Grace Thompson	36—21
Louis Parker, May Alexander	27—22
Bartholomi Schmoll, Ludwika Nosek	23—22
John Giezie, Jinga Rautzki	24—18
Guetano Moue, Theresia Arnuoue	48—48
Walter Griffith, Sarah Cdal	50—17
William Schaefer, Annie Wuerth	31—23
William Brewer, Sarah Baxter	56—50
Charles Peterson, Anna Clotz	23—22
Frederick Mungosser, Ida Newcomb	45—40
Alfred Nilson, Annie Johnson	24—25
Robert Reeves, Virginia Marsh	21—21
Thomas Johnson, Annie Anderson	23—18
Hyman Phillips, Fanny Neumenrowski	22—21
Thomas Darch, Eva Passmore	35—24
Edward Kirk, Martha McAdoo	31—22
Erust Fridholm, Ingred Johnson	29—27
George Mall, Agnes Gutye	31—25
Charley Hoglund, Annie Swanson	23—28
Frank Mears, Belle Cummings	32—21
Joseph Hayes, Kittie Stafford	23—19
John Stube, Edith Simons	21—18
Daniel Bain, Motheena Skeet	23—18
Charles Faucher, May Robinson	21—18
Thomas Jackson, Addie Ferguson	27—26
Frederick Nungasser, Ida Newcomb	47—38
Fredrich Weilhauser, Emma Pinowar	26—27
Conrad Steinhauser, Emma Goetz	23—17
George Barnes, Mamie Roland	23—18
Frank Canning, Ellen Curtin	28—27
Edward Earley, Elizabeth Cotter	29—49
John Lane, Lillie Brower	40—39
Daniel Kessinger, May Stone	31—31
Romeo Reami, Benevenida Monzini	34—24

DEATHS.

BIERS—Morris Biers, beloved father of Rosey Biers, aged 63 years. Funeral Sunday, July 8, at 10 a. m., from his late residence, 7504 Ford-av., Windsor Park, Chicago, Ill. San Francisco papers please copy.

HARVEY—July 4, Pauline Harvey, of appendicitis, aged 4 years, youngest daughter of Turlington W. and Belle Badger Harvey. Funeral at the family residence, 1702 Prairie-av., Friday, July 6, at 2:30 p. m.

LAUX—July 3, Jacob Laux, aged 36 years. Funeral from his late residence, 352 W. Lake-st., today at 2 p. m., by carriages to Forest Home.

NELSON—Mrs. Catharine, July 4, at her residence, 3516 Wabash-av., widow of late Thomas Nelson and mother of William P. Nelson, Thomas E. Nelson, John L. Nelson, Nicholas J. Nelson, and Mrs. A. D. Plamondon. Funeral Saturday, 10 a. m., to St. Elizabeth Church, 41st-st. and Wabash-av., thence by carriage sto Calvary. No flowers.

SIMONDS—In Boston, July 5, Addie, widow of Edwin A. Simonds, recently of Chicago.

WATERMAN—Funeral services of E. L. Waterman will be held Friday, 4 p. m., at his late residence, 441 Seminary-av. Burial at Ottawa Saturday.

ANNOUNCEMENTS.

☞ THE FIRST REGULAR MEETING OF THE Homeopathic Medical Society of Chicago will be held this evening at 8:30 at the Grand Pacific, Room 44.

TOO LATE TO CLASSIFY.

WANTED—A FIRST-CLASS CLOTHING SALESman and window dresser for prominent State-st. store; best of references required; good salary to the right man; must be ready to start Saturday morning. Address T 61, Tribune office.

THE WASHINGTON PARK CLUB.

The Washington Park Club
RACES
12th Day—Friday, July 6.
6==Grand Races==6
INCLUDING
The BOULEVARD STAKES
Commencing promptly at 2 p. m. sharp.
RAIN OR SHINE.
ADMISSION: Including Seat in Grand Stand, $1.00
State street and Cottage Grove avenue Cable lines direct to main entrance. Alley L to 61st-st.

EXCURSIONS.
GOODRICH LINE.
SPECIAL DAY TRIP SUNDAYS.
TO MILWAUKEE AND RETURN $1.00
ON THE FAST STEAMSHIP
"VIRGINIA."
Leave Chicago every Sunday at 9 a. m., arr. in Milwaukee 2 p. m.; returning leave Milwaukee at 5 p. m., arrive in Chicago at 9:30 p. m.
FARE for this ROUND TRIP only $1.00
Passengers on Virginia will have one hour longer stay in Milwaukee than given by any other line.
Staterooms, meals, or lunch can be had on board at very reasonable rates. Secure tickets early, as only a limited number will be sold. Tickets for sale on Thursday and following days.
Office and Docks: FOOT MICHIGAN-AV.

GRAND OPERA HOUSE.
HARRY L. HAMLIN .... Manager
Every Evening and Matinee Saturday,
SEABROOKE
In his new and successful operetta,
TABASCO!
Every paper in Chicago indorses it!
☞ OTHER SHOWS NOT IN IT!
COMPANY OF 75 PEOPLE.

EXCURSIONS.
The WHALEBACK STEAMSHIP
CHRISTOPHER COLUMBUS
Sails as follows from Randolph-st. Pier: Milwaukee every Tuesday and Thursday at 9:30 a. m. and Sunday at 10 a. m. Returning leaves Milwaukee at 5:30 p. m., arriving in Chicago at 10 p. m. Fare $1.00 for Round Trip. Lake Michigan Excursions Monday, Wednesday, Friday, and Saturday at 2 and 8 p. m. Fare Afternoon, 25c. Evenings, 50c. See small bills.

CHICAGO OPERA HOUSE—Fireproof.
DAVID HENDERSON .... Sole Manager.
Nothing Affects Its Triumph.
Crowded Houses.
ALADDIN JR.
Evenings at 8.
Mats. Wed. and Sat. at 2.
Beauty, Ballet, Mirth, Melody, Spectacle, Comic Opera, Extravaganza.
General Admission, 50c.

McVICKER'S THEATER—Tonight.
MATINEES WEDNESDAY AND SATURDAY.
A Dramatic Company under direction of Joseph Brooks. A new play by Francis Reinau, entitled
AN AMERICAN HEIRESS.
Messrs. Wilton Lackaye, J. H. Barnes, Orrin Johnson, James O. Barrows, W. H. Wilson. Misses Anne O'Neill, Ffolliott Paget, Eleanor Carey, Gladys Wallis, Jennie A. Eustace, Lillian Lawrence, Little Ethel Black in the cast.

SHOOTING THE CHUTES.
Cottage Grove-av. and Sixty-third-st.
SHOOTING THE CHUTES.
GLORIOUS FUN FOR YOUNG AND OLD
Every day, including Sunday,
11 a. m. to 10:30 p. m.
Music by Second Regiment Band.
Admission, including ride, 25c. Additional ride, 10c

THE COLUMBIA—Monroe and Dearborn.
The Very Best Play of the Age.
SOWING THE WIND
...BY...
CHARLES FROHMAN'S
STOCK COMPANY.
Matinees Wednesday and Saturday.

MASONIC TEMPLE OBSERVATORY
AND ROOF GARDEN.
EVERY NIGHT. 302 FEET UP IN THE AIR.
See the Beautiful Electric Scenic Theater. 7—Rackett Bros.—7. Little Irene Franklin. Kentucky Jubilee Singers, with Splendid Orchestra. Mr. John C. Leech, Dialect Comedian.
Observatory and Scenic Theaters open from 10 a. m. to 11 p. m. Admission 25c.

HOOLEY'S—10th Big Week.
Charley's Aunt.
Direction Chas. Frohman.
Evenings at 8:15—Saturday Mat. at 2.

BATTERY "D."
SUMMER NIGHT CONCERTS.
50-Members Thomas Orchestra-50
Under Direction of MAX BENDIX.
Tonight at 8:15—REQUEST NIGHT.
Admission, 25c and 50c. Box office, Lyon, Potter & Co., 174 Wabash-av.

THE SCHILLER—Thos. W. Prior, Mgr.
Matinee Tomorrow. Schiller Opera Co. Tonight.
In Balfe's Beautiful Opera,
BOHEMIAN GIRL.
Seats now on sale for DOROTHY.

FACES A LONG FIGHT.

TARIFF BILL WILL EXPERIENCE A HARD TIME IN CONFERENCE.

Senators Who Are Not Strictly in Line with Their Party Will Work the Compromise Plan to the Limit—To Impress House Members with the Necessity for Placating Everyone to Insure Passage of the Measure—Sugar Will Be Made the Center.

WASHINGTON, D. C., July 5.—[Special.]—The chances of the tariff bill becoming a law inside of the next six weeks are very far from encouraging and business interests which are dependent upon the settlement of this question of duties must continue to be in a chaotic state for some time to come. The indications all are that the fight in the conference committee will be long and bitter. Even were it simply a matter of securing an agreement as between the Senate and the House it would still be a question of time. The fact of the matter is, however, that there are two distinct parties among the Democrats in both House and Senate. The Republicans, of course, oppose the bill, but their votes in conference amount to nothing and they will be practically ignored from beginning to end.

The same game will be tried on the conference that was worked so successfully in the Senate. A large Democratic majority in the House can be secured for a tariff bill whatever may be its character. In the Senate, however, the majority is so narrow and the party lines must be drawn so closely that one or two men with whom personal interests outweigh principles can absolutely dictate terms on the particular things in which they are interested. The Gorman-Brice compromise movement will be worked for all it is worth in the conference. The House members will not be appealed to so far as their convictions are concerned. They will be told in so many words that certain things must be done or the bill will be defeated when it is returned to the Senate. The gentlemen who are running things in the Upper House do not mince matters when they have a point to gain.

The original compromisers have been strongly reinforced by the two Louisiana Senators, and it will be seen after a few meetings of the committee that the whole tariff bill revolves about the sugar schedules. Here there will be three interests to be conciliated. The sugar trust wants all it can get. The Louisiana men want the bounty continued in full till Jan. 1, but would gladly compromise on eight-tenths and nine-tenths of a cent per pound. The other factor is composed of two classes of representatives. First are the free traders, who have selected sugar on the old principle that "death loves a shining mark," and are determined to enforce their ideas on this particular point.

The other faction in the House is made up of Representatives from districts having but a small Democratic majority. They say with great candor that the stories about the sugar schedules have been circulated from one end of the country to the other. They have heard already from their constituents and know that no matter how good the bill may be in other particulars it will be forever damned among the people unless all traces of the sugar trust influences are removed.

⁂

This can best be done, of course, by making sugar free, for this would prevent any rise in price before the election. Many of this class go so far as to say that, as a matter of practical politics, it would be much better to assume the responsibility of the defeat of the bill than to go before the people and endeavor to explain how it comes that a free trade tariff bill raised the price of the sugar which went into every household in the country. These statesmen have a good deal of sense on their side so far as politics goes, but those who understand the House of Representatives best say that it will never defeat any measure which has the real party tag attached to it. The Senators know this and hence it is that the bill as it comes from conference will be substantially a Senate bill or no bill at all.

Each important interest in the Senate will have to be conciliated and that body will not recede from its position in any important particular. The original caucus agreement in the Senate nominally extends to everything proposed by the Finance committee. Practically, however, it is a rope of sand and it would never stand the test of a real free trade attack on any of the strong Senatorial interests. If the bill is to become a law sugar will fare well and so will whisky, wool, iron, coal, cottons, and woolens, besides iron and steel manufactures.

There are some features of the coming fight in conference which are not patent to the casual observer. During the long struggle in the Senate the constant cry of the Democrats was for haste. Now, however, in certain influential quarters a different song will be sung. It will be urged that the differences between the two Houses of Congress are so serious as to require the most careful deliberation.

Behind all this may be found the interests of two of the greatest corporations with which this country is cursed, the trusts which control the price and output of whisky and sugar. Sugar is now free under the new bill. Raw sugar pays a duty of 40 per cent ad valorem. The trust makes a profit of 40 per cent on every pound of sugar it can pile into this country between now and the date when the tariff becomes operative. Whisky now pays an internal revenue tax of 90 cents a gallon. Under the revenue bill as it came from the Senate the tax is $1.10. That means a profit of 20 cents a gallon on all whiskies on which taxes are paid before the bill becomes a law. Hundreds of tons of sugar and millions of gallons of whisky are waiting for the manipulation of these two enormous trusts with almost unlimited capital at their command.

⁂

Under the bill as originally proposed in the Senate the sugar trust was given until Jan. 1 and the whisky trust until two months after the passage of the act in which to increase stocks. The advanced date in both cases was beaten in spite of the strenuous efforts of the trust Senators. Hence it comes about that the two trusts are forced to secure the deferral of the passage of the law for as long a time as possible. Provided they are assured of the passage of the bill in its present shape it makes no difference if the Conference committee does not reach a conclusion for the next three months.

Another element enters into the affairs which concerns the administration. Money is needed, as all the recent Treasury reports show. It can best be gotten and in the largest quantities if the whisky trust is given an opportunity to take large quantities of whisky out of bond, paying the present tax of 90 cents a gallon.

This, of course, would be at the expense of the revenues after the bill is passed, but the need of the administration for money at the present time is so great that there is a strong temptation to wink at the delay in conference and thus to insure an immediate increase in the internal revenue receipts, an increase which will go far to tide the administration over its present financial difficulties and in that way obviate the necessity of an issue of bonds, at least until after election.

⁂

The tariff bill came into the House of Representatives shortly after 1 o'clock this afternoon. There was a good working majority when the bill made its appearance, and yet no attempt was made to refer it to the Committee on Ways and Means. This was because the party managers in the House wanted to start the bill off with a partial [illegible]. To refer it to the committee would have required unanimous consent, and it was therefore deemed best to let the bill lie on the table under the rules until tomorrow morning. But few formalities were observed in presenting the crazy quilt as it came from the Senate. Gen. Cox, the Secretary of that body, appeared at the door of the House according to the usual form and made a formal announcement of the fact, which every member present knew beforehand, that House bill No. 4,864 had been passed by the Senate with sundry amendments and that body had appointed a Committee of Conference. The understanding is that the bill will be taken up early tomorrow morning. A notice was sent out tonight to the members of the Ways and Means committee that a session would be held promptly at 1 o'clock. This means, of course, that the bill will be taken up as soon after the House convenes as possible and at once referred to the committee.

A member of that body informed THE TRIBUNE correspondent tonight that the tariff bill will probably remain in committee only an hour or two and that it would be reported back to the House the same afternoon with a recommendation of nonconcurrence in the Senate amendments and suggesting the appointment of a Conference committee. This is about the procedure which was had when the McKinley bill was under consideration except that then it took a day or two for the committee to make the formal recommendation. The McKinley bill was only in conference for ten days, but no one believes that the present hodgepodge will get through in any such time. When the bill comes back from the committee it would, according to the rules of the House, be considered paragraph by paragraph in Committee of the Whole, but as there is a large working majority the Committee on Rules will probably make provision for this and allow the bill as a whole to be reported from the Committee of the Whole to the House, whereupon the Speaker will at once announce the members of the Conference committee on behalf of the House of Representatives. The tariff bill ought to be in the hands of the Conference committee by Saturday or by Monday at the latest.

⁂

The Commissioner of Indian Affairs has received information from Capt. W. H. Clapp, the acting Indian Agent at the Fort Berthold Agency in North Dakota, of the arrival of the last remnant of the followers of Sitting Bull who fled into the British possessions after the Custer massacre in 1876. The return of these Indians completes a work that the government has had on its hands since the day of the killing of Gen. Custer. From time to time these Indians have been induced to return to their reservation, the government promising them that they would not be molested nor prosecuted for their murderous work. All efforts were futile. In 1887 the Privy Council of Canada, with the approval of the Governor-General, officially notified the United States of the presence of the Sioux Indians within the British possessions, stating that owing to their destitute condition permits for the purchase of limited quantities of ammunition had been granted them. Their presence was a source of grave apprehension and anxiety on the part of both the Indians and white population of that part of Canada, and requesting the United States Government without delay to take such steps as would induce the Indians and any others who might similarly cross the boundary line to return to their reserves in the United States.

In accordance with this request a commission consisting of Gen. Terry and A. J. Lawrence was appointed by the President to proceed to Fort Walsh and negotiate with Sitting Bull for his peaceful return to the United States and settlement at some agency. At the council Sitting Bull and his chiefs declined all proposals made by the commission and announced their desire and intention to remain within the British possessions. After the close of the council the Canadian authorities conferred with the Indians, warning them that after the extinction of the buffalo no help whatever beyond protection could be expected from the British Government and that a crossing of the line by any of their young men with hostile intent would be considered an act of hostility by both governments. With this full understanding the Indians adhered to their former decision and the commission returned, and Sitting Bull and his followers were declared no longer wards of the government.

The Indian Bureau, however, was still anxious for the return of the Indians and disregarding the ultimatum of the commission made overtures time and again for the big chief's return. Sitting Bull at last consented to return and did so, followed by a large number of his band who were assigned to different reservations. With the return of the Indians mentioned in the dispatch of Capt. Clapp the last of the hostiles who have remained stubborn in their refusal to return to the United States, effectually closes the last official action of the government in the history of the bloody massacre of Gen. Custer. There are forty-two in this party now on its way to Fort Berthold, and they are in a pitiable condition, without provisions or suitable clothing. Many even of the old, he says, are on foot, and progress will necessarily be slow. Two or three are seriously sick from exposure and fatigue, and one of them is likely to die on the road. The Captain intends to put them in camp for necessary rest, feed them while at Fort Berthold, and ration those who continue to other reservations.

⁂

Members of the Chicago Congressional delegation are working in the interest of a day for the consideration of the McGann public building bill. With this end in view and after a consultation with his colleagues from Illinois Gen. Black today introduced a resolution in the House urging the Committee on Rules to bring in an order setting apart a reasonable time and an early date for the consideration, debate, and a vote upon H. R. 397 for the construction of a public building at Chicago. This rule is to contain all the usual and proper conditions for the final disposition by the House of the bill and amendments as reported by the House Committee on Public Buildings and Grounds. In explanation of his resolution Gen. Black said that he had conferred with all the members of the Committee on Rules before making his proposition and had found them favorably disposed towards it. "It is pretty well understood," continued Gen. Black, "that no particular dates will be set aside for the Committee on Public Buildings and Grounds and hence it was deemed advisable by the friends of the proposed Chicago building to take the step indicated by my resolution. This is the only way that we can get the matter before the House, and as the Chicago bill is pretty well advanced on the calendar no particular opposition is likely to be made. Just when the matter will be brought before the House is not known. That will be left discretionary with the Committee on Rules."

⁂

Advices received by Surgeon-General Wyman of the Marine Hospital service as to the status of cholera in Europe state that the plague has increased considerably, especially in Russia. In Austria-Hungary it appears to be stationary, and in Germany to be under control. Two fatal cases of cholera occurred at Paris, France, last month. Surgeon Fairfax Irvin, who is stationed at Berlin, reports an extensive movement of Russian Jews going on. Their destination is not known, but the German Government, while making every possible effort to prevent the entry of cholera, passes the emigrants on and gets rid of them as quickly as possible. At Myslowitz, Germany, cholera is officially reported to have disappeared and no more cases are reported. Six cases have occurred in the Vistula regions, one of the patients being a workman who contracted the disease on a raft in the Vistula River where there were other cases. Regarding the plague at Hongkong, China, Consul Hunt reports a disease introduced from Canton, where it had raged for some time and was confined to a certain portion of the city owing to the filth and poverty during a drought among the Chinese inhabitants. Europeans and even the Chinese living in Hongkong under healthy conditions have little to fear from it. An epidemic or disease of this nature breaks out annually in Yuman Province, China, but none of the few Europeans there have ever been attacked.

⁂

Representative Goldzier does not anticipate any trouble about being renominated by the convention which meets in the new Sixth District of Chicago the 12th inst.

"Thus far only one candidate," said Mr. Goldzier, "has appeared against me. His name is Phelan and he is a lawyer, I believe, at Chicago. Under existing circumstances with the Chicago public building on one hand and the tariff bill on the other I do not think it will be possible for me to attend the nominating convention. Besides the tenor of the advices received from my friends in the district indicate my renomination without any particular canvass or contest being necessary. My friends think that I am entitled to a renomination for my efforts here and they do not hesitate to demonstrate their loyalty." Mr. Goldzier was the recipient today of a vote of thanks from the Federation of Labor of the District of Columbia. This honor was bestowed upon him for his course in demanding an investigation as to the action of the District Commissioners reducing the wages of laborers working for the District government from $1.50 to $1.00 a day. "This, we believe, would have been carried into effect," said the federation, "if it had not been for your prompt action in the matter."

⁂

Two relics of Abraham Lincoln of exceptional interest have just been added to the museum at the house opposite Ford's Theater here in which he died. The first is the Lincoln family Bible, owned by the President's parents and having his name on the inside of the cover in a scrawling hand. It is of a rare edition of 1799. This book bears the marks of much use, but is in a good state of preservation. The second relic is a deed, in Mr. Lincoln's hand, bearing date Oct. 25, 1841, and in a perfect condition as to legibility. This is one of the most interesting autographs of Mr. Lincoln in existence.

TO AVOID STRIKES.

REPRESENTATIVE M'GANN AT WORK ON AN ARBITRATION BASIS.

Would Make Signature of a Contract Providing for Peaceable Settlement of Disputes Condition Precedent to Employment, Compelling Each Man to Enter Into Personal Relations with His Employer—Menocal Tells of the Nicaragua Canal Possibilities.

WASHINGTON, D. C., July 5.—Representative McGann, Chairman of the Committee on Labor of the House of Representatives, is preparing a plan for avoiding strikes, which he will soon present to President Debs of the A. R. U., to President Gompers of the Federation of Labor, and to the heads of large railways and other corporations employing labor. Mr. McGann's plan does not contemplate a law, but a contract, by which employer and employed will agree to submit differences to arbitration. Mr. McGann says that his experience at the head of the Labor committee has shown him that few Federal laws of any value to labor can be enacted owing to the constitutional objection that Congress and the Federal Government can legislate only on inter-State questions and most strikes are wholly within State lines. Mr. McGann believes that a contract between the parties will be more effective than a law.

His plan is, of course, advisory, and will be so submitted, but Mr. McGann thinks it will recommend itself to them. The contract is to be a prerequisite to any employment. It will recite that the parties will avoid strikes and other radical means of remedying abuses by agreeing to refer all its disagreements to an arbitrator or a Board of Arbitrators. With this contract in existence arbitration would be assured in advance of a grievance arising and no strike could occur without a breach of the contract by one party or the other, which breach in Mr. McGann's judgment would turn public sentiment against the one to break the agreement and thus compel him to accede to the arbitration.

Mr. McGann says the general adoption of such an arbitration contract would give individual rights to each laborer and would thus tend to do away with unions. It would also aid the employer in avoiding loss from strikes.

The best lawyers of the Senate Committee on Education and Labor are making a careful study of the question of the power of the government to make an effective law for the adjustment of labor disputes. Members of the committee would like, if it can be found within the jurisdiction to do such a thing, to enact an arbitration law providing for the arbitration of labor troubles and the enforcement of the decision of the board when both parties to the dispute have agreed to submit the question to arbitration. It is doubtful, however, whether the powers of the government under the Constitution are broad enough to admit of the enactment of a law which would be effective. The proposition grows out of the present serious situation arising from the railway strike, but no legislation that could now be had would bear upon the present disturbance. It is felt generally that there is nothing Congress could do to relieve the present situation.

MENOCAL ON NICARAGUAN OUTLOOK.

Says the Canal May Be Constructed in Six Years—His View of the Constitution.

WASHINGTON, D. C., July 5.—[Special.]—In an argument delivered before the House Committee on Foreign and Inter-State Commerce some interesting facts concerning the Nicaragua Canal were brought out by A. G. Menocal, civil engineer United States Navy, who has made a study of this work. Mr. Menocal said, substantially:

Government expeditions and private surveying parties succeeded each other at Nicaragua from 1872 to 1890, and the whole ground was gone over by each succeeding party. Every river, water course, valley, swamp, or hill likely to affect the construction of the canal was carefully examined. Thousands of miles of transit and level lines were run in some sections of the route before a site of the canal location was fully decided upon. These data, together with numerous borings penetrating to the bottom of the canal and at the sites of dams, locks, and embankments, comprise a vast store of exact knowledge from which a final location has resulted as perfect in its details it is believed as the natural conditions will permit. The time in which the canal will be finished will be controlled by the time needed to complete important works without which the traffic cannot be established.

It has been pointed out that the Ochoa dam can be finished in four or five years and the Tola dam, the locks, and harbors can also be done in that time. Allowing repairs, accidents, and other unavoidable delays it may be estimated that a plant comprising thirty cable ways with attachment and machinery, fifty locomotives and 1,000 cars will be ample for the work. If need be work can be carried on without interruption by the aid of electric lights; therefore, as regards the disposition of material six years seems to be ample. As to the work of digging and blasting it will be admitted that the mind capable of organizing and carrying out the former will have no difficulty in mastering the latter.

Consequently the present estimate that the canal can be completed in six years after the works are fairly started is adhered to. By numerous borings penetrating to the bottom of the canal the character of the material to be removed, both wet and dry, has been accurately determined to the depth required to ascertain in each case the nature of the foundations. In the harbor of Greytown and its approaches clean sharp sand is the only material met with. From the harbor to lock No. 1, and through Bernard Lagoon the materials are sand and sandy clay underlying a thin loamy stratum and decomposed organic matter, and from the lagoon to the lower lock stiff clay.

From the lower lock and the divide cut this hard clay is the only material found by the boring tool on the axis of the canal throughout and also at the site of the three locks and the embankment. This clay is impervious to water and has a large sustaining power, so that no apprehension is felt as to the character of the foundations. In the deep cut the geological formation is clay overlying solid volcanic rock. An earthquake might cause serious damage to a masonry dam, but it can do no harm to the one proposed for the Nicaragua Canal. On the contrary it may add to its consolidation by bringing the points into closer contact. There are no cemented joints to be opened and a seismic disturbance would have a tendency to compact rather than to disintegrate the large mass.

Traffic passing through the canal will be limited by the time required by a vessel to pass a lock. In the St. Mary's Falls Canal vessels of over 3,000 tons capacity are put through the lock inside of twenty minutes. In the Nicaragua Canal the opening of jetty and locks and handling the gates will consume no more time, yet forty-five minutes has been estimated as the average required for lockage. On that basis and allowing but one vessel in each opening the number that can pass the canal in one day is thirty-two, or 11,680 in a year. Traffic through the St. Mary's Canal lock in seven months in 1891 was nearly 9,000,000 tons, and during the same time in 1892 it exceeded 11,000,000, or at the rate of 19,000,000 tons annually, and the maximum capacity of the lock has not yet been reached. Vessels taking the Nicaragua route will be much larger than those upon the Great Lakes, and the tonnage per lockage will be proportionately greater. For this reason a single system of locks has been proposed at the start, and when the business requires it parallel locks can be built and the capacity of the canal doubled.

Attention is called to the important feature of having all the locks connected with large basins which will greatly facilitate the movement of vessels and allow the withdrawal of a large volume of water in a short time without injurious current or marked fluctuations of level at the basins. In estimating the time of transit from ocean to ocean the speed in the excavated sections of the canal has been limited to five miles an hour, although in the Suez Canal steamers of 6,000 tons are allowed to move at six miles an hour and smaller vessels to proceed at the rate of seven or eight miles an hour. In the lake and in the greater part of the San Juan River vessels can travel with unrestricted speed.

At the instance of the President of Costa Rica a bill has been introduced in the Congress of that republic transferring the principal custom-house function on the Atlantic side from Port Limon to San José, the capital. This bill provides that in future all merchandise entered at Limon and destined for the interior shall be immediately forwarded to the custom-house at San José. Limon is to remain a port of transit, or auxiliary port, with full custom-house power applicable to local business or business for the country adjacent. This proposed action is rendered desirable on account of the present bad sanitary condition of Port Limon. Costa Rica has established a new port of entry under the name of Puerto de Miravalles on the Bay of Panama, and has directed that the wagon road from that port and the City of Liberia shall be completed.

HOUSE RECEIVES THE TARIFF BILL.

Applause Greets It—Employment of Men in Navy-Yards.

WASHINGTON, D. C., July 5.—The events of interest in the House today were a cablegram of congratulation from the Brazilian Chamber of Deputies to the House of Representatives on the one hundred and eighteenth anniversary of American independence and the reception of the tariff bill. This latter event excited Democratic applause and the bill was laid upon the Speaker's table. A joint resolution to authorize the Secretary of the Navy to continue the employment of mechanics and laborers in navy-yards who have been discharged on account of the failure of Congress to pass the necessary appropriation bills was passed after some tart remarks from Messrs. Cannon and Reed. The bill to subject to State taxation national bank notes and United States Treasury notes consumed the entire afternoon.

Mr. Wilson returned today from the bedside of his sick wife, and at once took up the tariff work. "I will call a meeting of the committee for tomorrow," said he. Later in the day the notices of the assembling of the committee were issued. It is practically settled by the Ways and Means members that they will report back the bill Saturday.

Commissions were issued today to fourth-class Postmasters at the following Western places: Iowa—Ledyard, A. E. Graves; Littleton, E. B. Barclay. Ohio—Rose Hill, Daniel Snyder.

CHANGES IN THE ARMY OFFICIALS.

Gen. Hawkins Will Retire Soon—To Succeed Gen. O. O. Howard.

WASHINGTON, D. C., July 5.—[Special.]—Gen. John P. Hawkins, Commissary-General of Subsistence, will retire on account of age in a few months and gossip is rife in military circles on the subject of the promotions that will follow. Gen. Hawkins has been at the head of the Commissary Department of the army for two years and has given general satisfaction to his official superiors. He has been granted four months' leave of absence and has already practically relinquished the duties of his office. He left the city for the summer and will be retired on the expiration of his leave of absence. The affairs of the Commissary Department are now being administered by Gen. Michael R. Morgan, Assistant Commissary-General, who has been Gen. Hawkins' chief assistant for some time. He is next in rank to Gen. Hawkins and is said to be well qualified to take his place.

Gen. Morgan is a native of Louisiana and was graduated from the Military Academy in 1854. He has three years yet to serve on the active list. Several more important changes will occur in the army in the near future. The chief of these is the early retirement of Maj.-Gen. O. O. Howard, commanding the Department of the East. Four Brigadier-Generals are candidates for promotion to the vacancy to be thus created in the higher grade. They are Gen. Ruger, commanding the Department of California; Gen. Merritt, commanding the Department of Dakota; Gen. Brooke, commanding the Department of the Platte, and Gen. McCook, commanding the Department of the Colorado. With respect to seniority they rank in the order named. They will retire on account of age in the following order: Gen. Ruger, in 1897, Gen. Merritt in 1900, Gen. Brooke in 1902, and Gen. McCook in 1903. The two junior Brigadier-Generals, Wheaton and Otis, who were appointed to that grade in 1892 and 1893, respectively, are not regarded as possibilities for promotion on account of Gen. Howard's retirement.

The promotion of one of the officers named will leave a vacancy in the list of Brigadier-Generals, for which every Colonel of the line is eligible without regard to seniority of service. Sixteen officers of this grade are already on record as applicants for the prospective vacancy. Col. Shafter of the First Infantry is the senior Colonel, and next after him in seniority are Col. Bliss of the Twenty-fourth Infantry and Col. Forsyth of the Seventh Cavalry. Among the other officers mentioned as candidates are: Cols. Biddle, Mizner, Carlton, Anderson, Livingston, Swaine, Merriam, Bates, Bartlett, Townsend, Mason, Blunt, Poland, and Hall.

GENERAL NEWS OF THE CAPITAL.

Cost of Government Printing to Be Materially Cut Down.

WASHINGTON, D. C., July 5.—Contemplated reforms in the execution of printing work for the government are pointed out in a communication forwarded by Public Printer Benedict to the heads of departments. He says: "The practice that various department and bureau officials have fallen into of furnishing hasty or imperfect copy to the Public Printer, with the purpose of revising it in proof, has grown into a most serious abuse. During late years certain departments have depleted their allotments of the appropriation for printing tens of thousands of dollars merely for revision of proofs. Frequently the original cost of composition has been doubled and quadrupled. Nor is that the only evil. Type pages are often required to be held for months awaiting return of proofs, incumbering the office, and the typographical appearance of the work is seriously marred by free editing after the work is in type."

To Prosecute Santa Fe Strikers.

The Attorney-General has appointed H. B. Ferguson special United States Attorney for the District of New Mexico to conduct the prosecution of cases growing out of the obstruction of the trains on the Atlantic and Pacific road. Rankin Mason has been appointed Assistant United States Attorney for the District of Kansas, vice Morris Cliggett, resigned. Patrick Henry has also been appointed Assistant United States Attorney for the Northern and Southern Districts of Mississippi.

VOICE OF THE PEOPLE.

[NOTE—THE TRIBUNE will not notice anonymous communications, nor decide bets. No manuscripts returned unless proper postage accompanies same. No manuscript will be saved till called or written for.]

Stands by "The Tribune" for Telling the Truth About the Strike.

FOWLER, Ind., July 4.—[Editor of The Tribune.]—The citizens of our town, representing the intelligent, law-abiding element, have read the threatened boycott of your paper by the A. R. U. for the comprehensive and truthful account given of the strike in your columns. We approve of your conduct and as readers of THE TRIBUNE and patrons of the Chicago merchants pledge ourselves to stand by you, and further promise to abstain from buying a single cent's worth from any merchant who refuses you patronage for your courageous stand in this matter.

E. F. WALLACE.

CHICAGO, July 4.—[Editor of The Tribune.]—When Virginia was young my family were Virginians. I am a Democrat. Not of the Hill-Tammany variety, however. My Republican friends sometimes call me "Secessionist," yet a "Democratic" sheet whose management lacks brains to the extent that it is prompted to charge eminently respectable journals with inciting riot, because they tell the truth about disagreeable things, and give their readers readable, brainy, logical editorials on such affairs as this "boycott," tends to make one all but tired of life. Yours is the best edited paper in America today. Long may she circulate!

F. F. V.

How Big Is Mr. Debs, Papa?

CHICAGO, July 5.—[Editor of The Tribune.]—

How big is Mr. Debs, papa?
How did he grow so great?
What makes him such a la-de-da,
To lay us all out straight?

Is he so big and high
That with his arms stretched out
He reaches to the sky
And turns the moon about?

Do you suppose, papa,
He'd let us little boys
(This great, big la-de-da)
Have Pullman cars for toys?

And is it true, papa,
That with his little pen
(This Hoosier la-de-da)
Has stabbed the workingmen?

If I ride my wheel, papa,
Or pull off sister's switches,
Will this Hoosier la-de-da
Catch me by the breeches?

Where is Uncle Sam, papa,
Why loiters he so far,
While this Hoosier la-de-da
Makes such open war?

DOGGERELL.

Michigan Supreme Court.

LANSING, Mich., July 5.—[Special.]—The court filed the following opinions this evening: Affirmed—People vs. Machen; Chitterek vs. Chitterek; Blackburne vs. Hunger; Talmadge vs. Smith; Rue vs. Rankans; Gambs vs. Southerland estate; R. Brank Co. vs. Same. Reversed—Jones vs. Peck; Gibbons vs. Pemberton; Detroit Manufacturing Mutual Fire Insurance Company vs. Merrill; Common Council of Detroit vs. Public Lighting Commission; Krisp vs. National Fire Insurance Company; Thos vs. Hamilton. In Wingert vs. Carpenter, Circuit Judge; and Henry vs. Muskegon Circuit Judge, mandamus denied. Court will file opinions again July 10.

Asbury Park, N. J., Via the Wabash.

Chicago to Asbury Park and return via New York, with a stop-over at Niagara Falls, a day ride down the Hudson on a palace steamer, and a sail on the Atlantic. This is what the Wabash offers at $22 for the round trip. Tickets good going July 7, 8, and 9; good to return till Sept. 1. Ticket office, No. 201 Clark street.

INSURANCE AFFAIRS.

NORTH BRITISH AND MERCANTILE SECURES MR. WINSLOW.

His Appointment Said to Be Made as Assistant Manager for the United States—Loeb & Co. Split Up Their Local Business—Fourth of July Fire Losses Are Few—Satisfactory Showing Made by Companies for the Half Year—Wildcat Insurance Carried in North Dakota.

NEW YORK, July 5.—[Special.]—Daniel Winslow, now Western Manager for the Lancashire company at Chicago, according to good authority, has been appointed Assistant Manager to H. E. Bowers, United States Manager of the North British and Mercantile. Mr. Winslow has been with the Lancashire for the last twelve months and is considered a clever man in insurance circles. The North British and Mercantile people would neither deny or confirm the appointment today.

At the close of business here today the news was received of the formation of a company called the Insurance Trust. The trust will have a capital of $25,000 and Arthur Grundy will be the Manager. It is to write a Lloyd's policy and have three trustees, who hold 75 per cent of all of the premiums for the security of the policy-holders. The office is at No. 53 Cedar street.

Manager A. J. Relton of the Guardian, S. D. Buchar of the Caledonian, and Mr. Burnett of the North British and Mercantile sail for Europe on the steamer Majestic, July 11.

THEIR LOCAL BUSINESS SPLIT UP.

Loeb & Co. Hold One Exclusive Agency for Membership Purposes.

The people who have favored a local organization of insurance men on the line of exclusive agencies are not entirely satisfied with a move which has just been made by Adolph Loeb, Son & Co. This agency represents five companies in the Cook County field. The rules of the new board require a sole agency of one company at least be held by each member of the board. Loeb & Co. retain the sole agency of the German of Pittsburg for membership purposes, but have appointed subagents for all their other companies. Hammond, Fry & Sheldon and John Nachten & Co. have been appointed subagents of the Transatlantic; Charles L. Bliss & Co. and John Nachten & Co., subagents of the Atlas; Edwards, Morse & Klee and John Nachten & Co., subagents of the North German; and W. S. Cunningham, subagent of the Rochester German. Only one subagent of the latter company is named, as O. C. Kemp writes for it at present. All these subagents will report to the general agency appointing them. This plan will no doubt be followed out by other agents who have jurisdiction over the Cook County field and who wish to extend their business. It allows for the payment of commission in excess of the commissions which will be allowed between offices on exchange business. Under the new rule, which allows each company three agencies, many companies which were formerly satisfied with one representative will now be represented in several offices.

FOURTH OF JULY CLAIMS ARE FEW.

Agents Well Satisfied with the Small Number of Holiday Fires.

Local agents were congratulating themselves yesterday on the absence of Fourth of July loss claims. The half dozen prominent agencies stated last night that they had not heard from a single firecracker fire claim and the street was unanimous in the opinion the losses due to the celebration of the holiday would be less this year than for fifteen or twenty years. No one attempted to advance a theory as to the cause of this happy condition of affairs, except one agent, who thought it might be because the insurance people had been under the new board rules since July 1. Is is evident the dealers in fireworks are to some extent carrying their own risks and as a consequence are exceedingly careful. Agencies make a rule of charging $5 a thousand for permission to dealers to sell fireworks and comparatively few permits were granted this year. Most of the dealers, apparently, decided to take the chances of having their policies voided in case fires occurred in their quarters used for the sale of fireworks.

CORNER IN BUSINESS IS TURNED.

Companies Report Satisfactory Results for the Half Year.

The semi-annual statement of insurance companies are beginning to make their appearance, and a number of them show good results for the first half of 1894 as compared with the preceding year. The Orient of Hartford, which was forced last year to reduce its capital to prevent impairment, shows an increase July 1, 1894, over Jan. 1 in assets of $31,500 and in net surplus of $85,000. The present net surplus stands at $407,000. The reinsurance reserve has been reduced during the six months $62,000. The Manufacturers' and Mechanics' Insurance company of Pittsburg shows an increase of $12,000 in assets and $9,000 in net surplus for the half year.

SOME CHOICE INSURANCE LINES.

Indemnity Selected in Wildcat Companies by a Trusting North Dakota Man.

There is a special agent of a prominent London company in North Dakota who evidently does not avail himself of insurance literature. He sends in an inquiry as to the responsibility and general repute of a list of seven companies, most of which have been branded as "wildcats" and "undergrounders" in every insurance column in the country. The list of companies in which a line of insurance has been placed for some North Dakota property-owner is as follows: Mountain State, Wheeling, W. Va.; Virginia Farmers, Norfolk, Va.; North Carolina State, Asheville; Guardian, Huntington, W. Va.; Commonwealth, Winchester, Va.; Great Northern, Winnipeg, and Farmers' & Mechanics', Alexandria, Va.

General Insurance Notes.

Messrs. Littlejohn & Griffiths of the North British and Mercantile will have temporary quarters in the local offices of the company.

Sol Waggoner, the resident Secretary of the North British and Mercantile Insurance company at St. Louis, and John Van Dyke, a local agent of Sioux City, were in the city yesterday.

William H. Merrill Jr. of the Chicago Underwriters' Association has sent out circulars asking for accounts of electrical fires for publication in a general report on such fires to be issued about July 10.

An insurance company which six months ago ordered all printing and lithographing establishments to be put on the prohibited list has decided, in view of improved conditions and advanced rates, to remove the embargo.

The American of Boston has declared a semi-annual dividend of 3 per cent, and has evidently experienced a good half year. The policy of the company adopted Jan. 1 of cutting down expenses in all directions appears to have been advantageous.

The Denver underwriters suggest improvements in the fire service of the city, and recommended the purchase of four new steamers, 15,000 feet of hose, one hook and ladder truck, two new hose houses, ten horses, and thirty-five additional men. The total cost of all this is estimated at $35,000.

Mutual fire insurance companies are using the following rate warranty clause: "It is warranted by the assured and made a part of this contract that the rate paid to this company is the highest rate paid to any company or any Lloyds during the current month when this policy is issued, and the highest rate that has been paid during the three months last preceding the issue of this policy."

M'LEANSBORO COURT-HOUSE BURNS.

It Was an Old Landmark in Hamilton County, Ill.

MCLEANSBORO, Ill., July 5.—An old landmark, the Hamilton County Court-House, was burned this morning. The origin of the fire is unknown. In fact nobody cares to know, for the building has been an eye sore to the people and a disgrace to the county for years. No insurance and the loss of no consequence to the county.

NEENAH, Wis., July 5—[Special.]—Fire early this morning destroyed the Wisconsin Central freight depot together with all its contents. The fire originated from firecrackers. Loss $15,000, partly covered by insurance.

ISHPEMING, Mich., July 5.—[Special.]—Fire started by firecrackers destroyed James Luck's store, the town-hall, and five other buildings at the Winthrop locations near Ishpeming yesterday.

NEW YORK, July 5.—[Special.]—The steam lighter Dayton, belonging to the New York, Lake Erie and Western railroad company, caught fire on its way from the Atlantic Basin, Brooklyn, to Jersey City. The Dayton burned to the water's edge, and then sank off Governor's Island. The Captain and crew were taken off on an Erie tug. The lighter was only three years old and was valued at $25,000. Her cargo, which is almost a total loss, was worth much more.

SUE TOWN OF AURORA AND A ROAD.

Matthew Bolles & Co. Want to Trade $9,000 Worth of Bonds for Stock.

Matthew Bolles & Co. of Massachusetts brought suit in the United States Circuit Court yesterday against the Town of Aurora and the Ottawa, Oswego and Fox River Valley railroad. The complainants are owners of nine bonds valued at $1,000 each, which were issued in 1869 by Aurora to aid the defendant railroad. The town issued $60,000 of the bonds and received from the railroad an equivalent amount of its capital stock. Subsequently the act under which the bonds were issued was declared invalid. In the meantime the railroad had sold the bonds to innocent purchasers. The complainants now ask the court to compel the town and railroad to give them the value of the bonds in the stock of the company, $60,000 worth of which is still in the possession of the town. The complainants make a tender of the $9,000 worth of bonds held by them.

Superior and Circuit Courts—Judgments.

JUDGE GOGGIN—12,012—Edward J. Dunham vs. Walter Thomas Mills; on dflt., $1,292 and sci. fa.—13,195—Daniel H. Tolman vs. Robert I. Conners; on dflt., $330.—13,201—Hayes, Partridge Shoe Co. vs. J. H. Wright; on dflt., $231.—13,167—Crescent Coal and Mining vs. Theodore Meyer; on dflt., $221.—13,103—Arbuckle & Co. vs. W. Molesberger; on dflt., $333.—11,995—The Finance Co. of Pennsylvania vs. Joseph M. Dennis; on dflt., $529.—13,230—French & Potter Co. vs. Charles B. Atwood; on dflt., $183.—12,806—Same vs. F. Milligan & Co.; on dflt., $223.—Vs. George H. Bliss and Charles T. Milligan and sci. fa.—13,293—Elie C. Tourtelot as receiver of Chemical National Bank of Chicago vs. David Kallis; on dflt., $972.—13,340—Illinois Can Co. vs. Yankee Baking Powder Co., on dflt., $140.—13,292—Elie C. Tourtelot as receiver of Chemical National Bank, Chicago, vs. Fred D. Ewell; on dflt., $972.—13,302—Same vs. George W. Bryson; on dflt., $1,917.—12,024—Hibbard, Spencer, Bartlett & Co. vs. Peter and Louis Johnson; on dflt., $395. vs. Peter Johnson and sci. fa.—13,228—Charles H. Fuller Advertising Co. vs. George W. Zimmerman and United States Key West Cigar Co.; on deflt., $405.—12,965—Carson, Pirie, Scott & Co. vs. M. L. Conover; on deflt., $246.—12,966—Same vs. Benjamin T. Cook; on dflt., $291.—12,737—The United States Brg. Co. vs. Albert Mueller and Peter Wallace; debt, $1,000 and das. $764.

JUDGE SEARS—13,010—Wm. B. Hunter vs. Wm. B. Gates; on deflt., $305.—12,610—Tansey & Co. vs. Jacob and Mrs. Jacob Hetz; on dflt., $294.

JUDGE HUTCHINSON—13,325—H. E. Kleter, rec. of F. Grothe & Co., vs. Mason & Co.; on dflt., $652.—12,927—The Ashtabula Hide and Leather Co. vs. Theodore Buhmann and Henry C. Hansen; on dflt., $391.—13,024—H. F. C. Dovenmuehle & Son vs. Daniel Foley; on dflt. $469.—6,910—John F. Barney vs. Russell T. and M. D. Sayler; on dflt., $363 vs. M. D. Sayles.

JUDGE HANECY—26,981—William Schulze & Co. vs. Charles A. Leigh; on dflt., $534.—7,466—John Chambers vs. Robert Forsyth; on ver., [illegible].—255—Edward L. Walton vs. H. H. Windslow and N. N. Windson; on ver., $191.

Superior and Circuit Courts—Decrees.

JUDGE MCCONNELL—8,388—Schubert vs. Ewing; dec., conf. sale.—7,157—Golden Rule B. and L. Assn. vs. Tierney; defl. dec.—128,751—Divorce, Matilda Trelinck from Louis Trelinck.—121,651—Matilda Mullin from Michael Mullin.

JUDGE STEIN—2,902—Divorce, Sarah Proulx from Louis D. Proulx.

Court Calls for Today.

JUDGE TULEY—No. 966.
JUDGE MCCONNELL—No announcement.
JUDGE TUTHILL—No announcement.
JUDGE HORTON—Nos. 9,158, 131,285, and 367 on hearing.
JUDGE EWING—No court.
JUDGE STEIN—No. 3,508 on hearing.
JUDGE ADAMS—No announcement.
JUDGE FREEMAN—No announcement.
JUDGE CLIFFORD—No. 8,540 on trial.
JUDGE GOGGIN—No call.
JUDGE HUTCHINSON—Kilian vs. Chicago City Railway Company et al. on trial.
JUDGE BRENTANO—Nos. 2,126, 2,429, 744, and No. 2,068 on trial.
JUDGE CHETLAIN—No announcement.
JUDGE SEARS—No. 1,938 on trial.
JUDGE BAKER—No. 129,813 on trial.
JUDGE BURKE—Nos. 6,459, 7,507, 7,235, 6,885, 5,580, 8,037, and 7,420 on trial.
JUDGE HANECY—Room 327, 10 a. m.—Nos. 7,912, 4,259, 564, 747, 1,424, 1,423, 1,422, 7,585, 7,590, 7,610, 7,640, 7,654, and 7,682.
JUDGE WINDES—No. 4,605 on trial.
JUDGE SCALES (County Court)—10 a. m.—Nos. 11,532, 11,111, Sullivan vs. Fuller & Fuller Company, decision, and Nos. 12,293, 11,215. 2 p. m.—No. 522.
JUDGE KOHLSAAT (Probate Court)—No court.
JUDGE BLANKE—(Criminal Court)—Branch No. 1.—Nos. 4,037, 4,015.
JUDGE PAYNE—Branch No. 2—Nos. 4,022, 3,986, 4,011, 4,012, 4,030, 4,036.
JUDGE SMITH—Branch No. 3—Nos. 4,016, 4,021, 4,025, 4,026.
JUDGE GIBBONS—Branch No. 4—Nos. 4,068, 4,013, 4,014, 2,880, 2,806.
JUDGE DUNNE—Branch No. 5—Nos. 3,982, 3,972, 3,789.
ANNOUNCEMENT—10 a. m. Judge Hanecy will have a preliminary call of motions for new trial and contested motions in Room 327, Saturday, July 7.
UNITED STATES COURTS—No announcement.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria

REAL ESTATE TRANSACTIONS.

REAL ESTATE TRANSFERS FILED WEDNESDAY, July 5, 1894:

Lake-st., n e cor Tallman-av., s f, 32.42x107, March 25, 1885 (W. C. Bullock to the M. C. Bullock Mfg. Co.)	$ 1,500
Eugenie-st., s e cor La Salle-av., n f, 56.80x82, June 4 (C. W. Wallace to L. C. Tiffany)	27,000
Dickey-st., s e cor 64th-st., w f, 50x125, July 3 (T. Wanless to H. L. Cord)	7,500
School-st., near Garfield-blvd., w f, 30x126, May 28 (M. L. Brown to M. A. Dick)	2,160
Throop-st., 25 s of 60th-st., w f, 25x102, May 23 (E. Hogenson to T. Rankin)	5,000
Princeton-av., 344 n of Graylock, e f, 23x125, June 18 (V. Hasselbaum to C. E. Cessna)	3,300
Indiana-av., 130 n of 29th-st., w f, 50x178, June 14 (W. R. Cleveland to W. E. Partridge)	12,500
Same property, June 14 (L. W. Gage to W. E. Partridge)	12,500
W. 17th-st., 404 e of Center-av., n f, 25x124, June 29 (F. Marik to A. Krupa)	7,000
Jackson-st., 160 w of Francisco, s f, 25x121, June 16 (M. S. Heath to C. Magrady)	1,600
Kedzie-av., 282 w of Armitage, w f, 25x234, June 13 (C. R. Baker to H. Buchholz)	1,100
Cottage Grove-av., s e cor 39th-st., w f, 40x95, June 27 (V. M. Mayer to J. L. Higgie)	34,000
Berkeley-av., 114 n of 42d-st., w f, 25x66, June 21 (E. A. Elliot to A. W. Cooke)	6,000
Stewart-av., n e 73d-st., w f, 46x117, June 25 (C. Domoy to L. N. Reed)	18,000
Berteau-av., 166 w of Robey-st., n f, 50x125, (E. Rudolph to S. Brown Jr.)	1,000
E. Ravenswood Park-av., 33 s of Claremont, w f, 50x119, July 3 (J. Naumann to Wacker & Birk B. and M. Co.)	1,565
Milton-pl., 286 w of Crawford-av., s f, 50x124, July 3 (A. H. Bauer et al to W. H. Cox)	3,500
Grand-av., 138 w of Leyden, n f, 28x130, May 15 (M. Rehfeld to J. J. Merritt)	1,700
Laurel-av., 264 n of Franklin-st., w f, 24x125, Oct. 4, 1893 (L. P. Hammond to F. Hattinger)	3,300
Laurel-av., 264 n of Franklin-st., w f, 24x125, Feb. 1, 1894 (F. Nottingen to B. M. Hermott)	3,300
22d-st., s e cor St. Louis, s f, 25x89, July 2 (A. J. Morris to W. J. Hall)	1,200
Ione-pl., 166 e of Grand-blvd., n f, 16 8-10x125, July 2 (J. N. Durbach to L. W. Wiggin)	8,500
Grand-blvd., 50 s of 47th-st., e f, 50x150, June 12 (L. D. Hammond to J. Heissler)	15,000
48th-st., 251 e of Grand-blvd., n f, 25x125, May 31 (W. A. Caverley to F. J. Southward)	3,000
Forrestville-av., 249 n of 49th-st., w f, 25x125, July 3 (M. O. Freeman to A. Knickerbocker)	8,800
Premises known as No. 4544 Greenwood-av., 50x200, July 2 (S. W. Gilman to B. W. Thorne)	13,000
Cologne-st., 57¼ w of Main, n f, 57¼x67, July 2 (P. Doyle to E. Webel)	6,000
W. 21st-st., 164 w of Union, s f, 48x150, May 29 (K. Loecher et al. to A. Schad)	5,500
Trumbull-av., 233 s of Ogden, e f, 25x123, July 2 (W. J. Hall to A. J. Morris)	5,000
N. Talman-av., 126 s of Fulton-st., w f, 50x126, with other property, March 4 (M. C. Bullock to the M. C. Bullock Mfg. Co.)	14,500
W. 40th-st., 50 N. of Randolph, e f, 25x125, June 28 (J. Breene to J. A. Thomas)	1,400
Robey-st., 147 s of Iowa, w f, 24½x125, June 30 (A. Fuessle to F. Deiches)	1,700
Rockwell-st., 298 s of Thompson, w f, 25x126, July 2 (H. W. Watts to M. Braunstein)	8,300
Robey-st., 261 s of Clybourn-pl., w f, 24x123, May 15 (A. Olson to C. Schroeck)	2,200
Maud-av., 550 w of Seminary, s f, 25x100, June 30 (R. Meyer to E. A. Wegner)	2,500
Premises known as 11 Sholto-st., July 3 (J. Twaddle to J. Twaddle Jr.)	5,000
Premises known as 1437 35th-st., July 2 (J. Bretske to M. J. Gross)	5,000
Humboldt-blvd., 24 s of Laurel-av., e f, 48x166, June 30 (M. Braunstein to H. W. Watts)	3,800
56th-st., n w cor Cornell-av., s f, 150x164, known as Hotel Windemere, June 30 (T. W. Sprague to Windemere company)	34,800
Triangular piece of prpty on cor Commercial and Baltimore-avs., 124x103x65, June 16, 1893 (L. Lesiniecki to J. H. Schlund)	10,000
99th-pl., 291 e of State-st., s f, 25x125, June 28 (E. Bamuster to O. S. Bass)	1,800
Aberdeen-st., 246 n of 65th, e f, 25x125, July 5 (M. H. Hoey to F. A. Chappell)	3,000
Ambrose-st., 159 w of Robey, s f, 25x124, June 28 (J. Wright to C. Klemmeyer)	3,000
W. 21st-st., 240 e of Leavitt-av., s f, 24x125, July 3 (C. Klemmeyer to E. Diedrich)	2,700
Pennsylvania-av., 141 s of North, e f, 50x126, March 11, 1891 (J. T. Reeve to B. Cook)	2,300
Wrightwood-av., bet Racine-av. and C. & E. R. R., n f, 37½x125, June 30 (J. H. E. Zimmerman to J. Donhauser)	4,500
Western-av., n w cor Edbrook-pl., e f, 26x110, July 3 (W. E. Carr to S. Richardson)	1,331
Robinson-av., 75 ft s of Humboldt-av., w f, 100x126, Oct. 26-93 (G. S. Foster to P. Henry)	2,000
Wallace-av., 224 ft n of Garden-av., e f, 25x125, June 13 (J. T. Thriden to D. Alexander)	1,300

BUILDING PERMITS.

THE FOLLOWING PERMITS WERE ISSUED BY the Building Department yesterday:

Mrs. C. Scholen, 2-story frame flats, Chase-st., near Clark	$ 3,800
J. F. Grab, 2-story frame flats, 9851-53 6th-av.	2,500
F. P. Sheridan, 2-story and basement brick flats, 918 Ayers-av.	3,800
C. E. Adams, 3-story and basement store and flats, 467 Lincoln-av.	6,000
F. Grosskins, 2-story and basement brick flats, 495 N. Lincoln-st.	3,000
J. L. Marley, 2-story frame flats, 11945 Canal-st.	3,000
Otto Stein, 2-story frame flats, 80 Diversey-av.	2,500
D. G. Kennedy, 4-story and basement brick store and flats, 390 Washington-st.	20,000
F. D. Foster, 2-story and basement brick livery stable and flats, 160 43d-st.	5,000
William Soulett, 3-story and basement brick dwelling, 1257 Washington-st.	5,000
Mrs. Della Holman, 2-story and basement brick flats, at 183 Albany-av.	3,000

TRIBUNE BRANCH OFFICES.

BRANCH OFFICES OF "THE TRIBUNE" MAY be found at the drug stores named below. Advertisements will be accepted and charged for at office rates at any of these places:

SOUTH DIVISION.	
COTTAGE GROVE AVENUE—	
Cor. 23d	GEO. M. BAY.
2614	C. E. KREYSSLER.
Cor. 31st	J. H. HOGEY.
Cor. 33d	N. L. FRANK.
Cor. 35th	C. E. MARSHALL.
Cor. 37th	T. H. PATTERSON.
Cor. Oakwood	RAUSCH BROS.
4134	I. W. BLOOD.
Cor. 43d	M. T. MOSS & CO.
5040	SORROW & KERNTOPF.
Cor. 63d	CURTI & McRAE.
HALSTED STREET—	
2602	A. J. KETTERING.
Cor. 19th	E. J. HONDLE & CO.
45th-st	BOULEVARD PHAR.
STATE STREET—	
Cor. Harrison	HARRISON PHARMACY.
2200	W. M. BELL.
2727	KARTZ & BURDICK.
Cor. 31st	W. K. FORSYTH.
3160	WARD & WOLFE.
3801	L. H. WARNER & CO.
4259	A. C. MUSSELWHITE.
4700	JOHN L. BELL.
Cor. 51st	R. F. TERHUNE.
Cor. 59th	C. E. REISS.
INDIANA AVENUE—	
Cor. 31st	E. VON HERMANN.
Cor. 35th	T. H. McINNERNY.
Cor. 39th	M. N. PORTER & CO.
Cor. 43d	FRANK SIDDALL.
LAKE AVENUE—	
Cor. 50th	W. BODEMAN.
TWENTY-SECOND STREET—	
122	J. & R. SIMMS.
THIRTY-FIRST STREET—	
Cor. Wentworth	R. P. BRAUN.
Cor. Calumet avenue	WELLSBORO PHAR.
THIRTY-FIFTH STREET—	
188	G. A. GRAVES & CO.
WABASH AVENUE—	
Cor. 14th	E. J. PAINTER.
Cor. 16th	O. F. FISCHER.
Cor. 18th	E. A. HOLROYD.
Cor. 35th	E. C. JONES.
THIRTY-NINTH STREET—	
210	C. G. MUEHLMAN.
FORTY-FIRST STREET—	
460	L. W. SCHWAB.
FORTY-THIRD STREET—	
Cor. Lake	O. F. SCHMIDT.
Cor. Grand boulevard	C. N. GOODNOW.
405	C. H. TRUESDELL.
FORTY-SEVENTH STREET—	
Cor. Evans	C. S. TERRELL & CO.
Cor. Dearborn	WM. STORCK.
FIFTY-THIRD STREET—	
Cor. Princeton	A. J. MUELLER.
108	F. G. SECORD.
GARFIELD BOULEVARD—	
Cor. Wright street	MORRISON BROS.
FIFTY-FIFTH STREET—	
Cor. Madison	J. & W. E. HOLLAND.
560	R. B. BOWEN.
FIFTY-SIXTH STREET—	
Cor. Jefferson	JACKSON PARK PHAR.
SIXTY-SECOND STREET—	
Cor. Oglesby avenue	TEL. OPER'R HOTEL VENDOME.
SIXTY-THIRD STREET—	
Cor. Stony Island avenue	F. J. AMPHLETT.
Cor. Woodlawn avenue	JAMES & DEWEY.
SIXTY-FOURTH STREET—	
Cor. Grace avenue	HART & WELTON.
STONY ISLAND AVENUE—	
7004	M. A. CURTIS.
DEARBORN STREET—	
Cor. 35th	McKENZIE BROS.
WENTWORTH AVENUE—	
4642	J. A. KAERWER.
[illegible]	A. E. ZUBER.
WALLACE STREET—	
Cor. 32d	R. H. WHEELER.
Cor. 37th	BINZ & HESS.
WEST DIVISION.	
WESTERN AVENUE—	
Cor. Adams	ADAMS-ST. PHARMACY.
CHICAGO AVENUE—	
468	WM. H. BIERMAN.
567	HENRY SCHMITT.
DIVISION STREET—	
Cor. Robey	PAUL HEINEMANN.
INDIANA STREET—	
Cor. Ashland	F. EITERMAN.
ASHLAND AVENUE—	
5022	WM. STORCK.
BLUE ISLAND AVENUE—	
171	L. WOLTERSDORF.
Cor. 14th	C. J. KASBAUM.
LAKE STREET—	
Cor. Paulina	R. T. SILLS.
771	A. S. STODDARD.
1014	W. W. THUMSER.
1299	HENSEL BROS.
Cor. Homan	F. E. McKENZIE.
2081	M. H. WATSON.
MADISON STREET—	
Cor. Halsted	G. F. WISSHACK.
278	DELL & CO.
384	PASSAIC PHARMACY.
572	F. A. THAYER.
785	J. W. CRAIN.
826	K. McLENNON.
1001	C. D. STONE.
1049	J. A. JOHNSTON.
Cor. Sacramento	E. R. FOSTER.
Cor. Homan	KOTZ & MOORE.
1971	M. H. WATSON.
MILWAUKEE AVENUE—	
232	FORD'S PHARMACY.
465	HENRY SCHROEDER.
875	R. W. R. MEINUNG.
1218	MOYER BROS.
Cor. Oakley	F. J. BERGER.
OGDEN AVENUE—	
149	FRANK GRAMMER.
296	W. A. BRABROOK.
360	F. L. MULLER.
475	F. J. KNOWLES.
TWELFTH STREET—	
Cor. Loomis	BLETTNER'S PHAR.
Cor. Ogden avenue	R. JENTZACH.
Cor. California avenue	R. JENTZACH.
422	T. R. BEHRENS.
Cor. Hoyne avenue	ASBURY PHARMACY.
VAN BUREN STREET—	
329	DOOLITTLE & CO.
Cor. Center	J. M. SCOTT & CO.
Cor. Laflin	W. T. MASON.
Cor. Robey	C. E. BUTTON.
Cor. California avenue	JNO. RETTER.
Cor. Francisco	F. H. KELLETT.
HALSTED STREET—	
260	JNO. P. LEE.
HARRISON STREET—	
Cor. California avenue	SLAUGHTER'S PHAR.
395	P. F. SCHAEFER & CO.
750	F. E. FISKE.
Cor. Oakley	G. A. GOETSCH.
NORTH DIVISION.	
CHICAGO AVENUE—	
80	R. H. HANKE.
138	JOHN F. COLEMAN.
NORTH HALSTED STREET—	
1748	ROGERS PHARMACY.
NORTH AVENUE—	
161	C. E. KREZEMENSKI.
238	SCHROLL'S PHARMACY.
Cor. Cleveland	A. M. REIS.
CLYBOURN AVENUE—	
Cor. Fullerton	H. F. KRUEGER.
CLARK STREET—	
Cor. Ohio	H. J. BATE.
Cor. Chestnut	WHITE BROS.
Cor. Division	E. WEBBER.
Cor. Goethe	R. E. RHODE.
Cor. North avenue	HENRY GOETZ.
Cor. Center	C. B. OLDS.
Cor. Webster	FRANK SCHRAGE.
1127	C. F. BASELER.
Cor. Halsted	BAKER & MASON.
BELMONT AVENUE—	
1301	W. T. KLENGE.
RUSH STREET—	
Cor. Ohio	C. A. STORER & CO.
Cor. Bellevue place	C. V. KLOCK.
OAK STREET—	
Cor. Townsend	A. J. WESSMAN.
WEBSTER AVENUE—	
80	RIPKE PHARMACY.
WELLS STREET—	
Cor. Ontario	J. A. THOMAS.
Cor. Oak	R. G. DORRANCE & CO.
Cor. Schiller	F. SCHMELING.
Cor. Division	F. H. AHLBORN.
Cor. Eugenie	DINET & DELFOSSE.
ASHLAND AVENUE—	
Cor. Addison	R. L. BROWN.
Cor. Graceland	HIGH SCHOOL PHAR. (Schroeder & Van Nice.)
STATE STREET—	
Cor. Chestnut	A. MARTEN.
292	C. W. SILVER.
LINCOLN AVENUE—	
294	HENRY SCHALLER.
Cor. Wrightwood	H. W. WEIHE.
Cor. Belden	F. R. LEONARD.
622	MAX SCHULZ.
702	A. HVIID.
1182	BECKER BROS.
Cor. (N. E.) Fullerton	W. C. BALLAWITZ.
LARRABEE STREET—	
Cor. Center	HERMAN FRY.
SHEFFIELD AVENUE—	
845	A. N. BOE.
EVANSTON AVENUE—	
259	SHERIDAN D'VE PHAR.
SUBURBAN.	
OAK PARK—	
Oak Park Ave. Station	L. BROWN.
ENGLEWOOD—	
63d and Stewart-av.	E. T. STOWITZ.
69th and Wentworth	H. J. HOUGHTON.
63d and Stewart-av.	E. G. BINZ & CO.
SOUTH ENGLEWOOD—	
Cor. Vincennes-av. and Rock Island tracks	L. E. PENBERTHY.
RAVENSWOOD	A. E. BIERSTEDT.

LOST AND FOUND.

LOST—ON ROBEY OR 63D CAR JULY 4, gold watch and chain. Return to 5538 La Salle-st. and receive reward.

LOST—DIAMOND EAR-DROP ON ROCK ISLAND and Peoria or Big Four train, or at depot at Rock Island, Peoria, or Champaign, Ill., June 29. Finder will receive $25 reward by returning same to DR. MRS. KECK, 611 Brady-st., Davenport, Ia.

LOST—ON SOUTH SIDE CABLE TRAIN TUESday, 10:20 p. m., diamond ring; sapphire, ruby, and diamond. Return to LIPMAN, 99 Madison-st., and receive reward.

LOST—POCKET-BOOK AT STORE, CORNER VAN Buren-st. and Sseley-av., or on Seeley-av. Return to HITCHCOCK, 415 Home Insurance Bldg.

PERSONAL.

PERSONAL—HAVE NOT HEARD A WORD FOR over 2 weeks; write. L.

BUSINESS PERSONALS.

PERSONAL—THE PENNIES YOU SPEND thoughtlessly every day will buy the nicest diamond you ever saw. A special lot at $25 to $50. See how we do it; summer inducements. GEORGE E. MARSHALL, importer, 103 State-st., Columbus Memorial Bldg.

PERSONAL—A. L. WILLARD, M. D., PHYSICIAN and surgeon, 235 State-st., makes a specialty of diseases of the feet; instant and painless relief from corns, bunions, and ingrowing nails; satisfaction guaranteed or no charge for service. Hours 9 to 5.

PERSONAL—SEALSKIN GARMENTS REPAIRed, redyed, remodeled; best work; lowest prices. SHAYNE & CO., 191 State-st.

PERSONAL—VAUGHAN'S SEED STORE, 88 State. Seeds, bulbs, plants, and flower pots.

SITUATIONS WANTED—MALE.

Bookkeepers and Clerks.

SITUATION WANTED—BY THOROUGHLY COMpetent bookkeeper and cashier; many years' experience in brewing and malting business; no objections to going out of city; can furnish unquestionable references. Address L B 12, Tribune office.

SITUATION WANTED—DRUG CLERK, GRADUate, 8 years' experience, licensed in N. Y., will take next examination of Ill. State Board; experienced in bookkeeping and buying. Address L B 11, Tribune office.

SITUATION WANTED—YOUNG MAN OF 26; well recommended; some experience shorthand, typewriting, bookkeeping; low salary. Address T 17, Tribune office.

SITUATION WANTED—A YOUNG MAN WELL educated, with first-class references wants any kind of general office work. Address M. G., 175 W. Van Buren-st.

SITUATION WANTED—AS BILL CLERK OR bookkeeper by experienced young man, 27; $10 per week; references. Address T 24, Tribune.

SITUATION WANTED—AS BOOKKEEPER BY man of 30; 9 years' experience; A1 city reference and bond. Address T 39, Tribune office.

SITUATION WANTED—AS BOOKKEEPER BY man of over 20 years' experience; qualified in all office details; references. Address T 46, Tribune.

Trades.

SITUATION WANTED—BY FIRST-CLASS CUTter for ladies' garments, with best references. Address T 19, Tribune office.

SITUATION WANTED—BY YOUNG CARPENter. Address T 28, Tribune office.

House Servants.

SITUATION WANTED—AS EXPERIENCED butler and valet; first-class references. Address C C 362, Tribune office.

Stenographers.

SITUATION WANTED—AS STENOGRAPHER BY young man; owns machine; has knowledge of bookkeeping; salary no object to begin. Address L B 120, Tribune office.

SITUATION WANTED—YOUNG MAN, FIRST-class stenographer; fire insurance experience; can assist at books. Address T 31, Tribune office.

Coachmen, Teamsters, Etc.

SITUATION WANTED—BY FIRST-CLASS COACHman (Swede); thoroughly understands care of fine horses and carriages; good driver; is sober, reliable man, willing and obliging; best of city references. Address T 18, Tribune office.

SITUATION WANTED—AS COACHMAN IN A private family; know how to take care of fine horses and carriages; city references. Address L B 14, Tribune office.

SITUATION WANTED—AS COACHMAN BY thoroughly experienced man, English; good references. Address R 250, Tribune office.

SITUATION WANTED—BY COACHMAN; YOUNG man; first-class on horses and carriages; can milk; good city ref. Address S 160, Tribune office.

SITUATION WANTED—BY AN EXPERIENCED coachman; reliable and sober; best city reference. Address T 23, Tribune office.

SITUATION WANTED AS COACHMAN, ENGLISH, 15 years' experience; city or country; city references. Address T 64, Tribune office.

SITUATION WANTED—AS COACHMAN; FIRST-class gardener; single. Address T 50, Tribune.

SITUATION WANTED—AS COACHMAN; CITY or country; A1 references. T 27, Tribune.

SITUATION WANTED—AS COACHMAN OR driver. Address T 25, Tribune office.

SITUATION WANTED—IN PRIVATE FAMILY by colored coachman; best ref. T 35, Tribune.

Miscellaneous.

SITUATION WANTED—BY YOUNG MAN OF 22 as detective or night watchman in down town store; total abstainer; no smoker; wages no object. Best city reference. B B 209, Tribune office.

SITUATION WANTED—AS ENGINEER OR janitor; first-class references; and is sober. Address F 15, Tribune office.

SITUATION WANTED—MANAGEMENT OF SALoon in suburbs or country town; might buy; references. Address T 42, Tribune office.

SITUATION WANTED—BY YOUNG MAN AS nurse in private house or hospital; best of references. Address T 53, Tribune office.

SITUATION WANTED—BY A GOOD MAN, GENeral work of any kind. Address T 21, Tribune.

SITUATIONS WANTED—FEMALE.

Bookkeepers and Clerks.

SITUATION WANTED—BY LADY OF EXPERIence as bookkeeper and cashier. Address T 14, Tribune office.

Domestics.

SITUATION WANTED—WASHING AND IRONing done at home by MRS. BIESTER; plain clothes 35c. per doz. 153 Willow-st.

SITUATION WANTED—BY GERMAN GIRL TO do work by the day, washing, ironing, and cleaning. Address 60 Mohawk-st., 3d flat.

SITUATION WANTED—GENERAL HOUSEWORK or chamber and laundry work; city or country. 147 N. Clark, MATHEWS. Tel. 958 North.

SITUATION WANTED—TO DO GENERAL housework; no flat work; North Side preferred. JOSEPHINE CARLSON, 27 Racine-av.

SITUATION WANTED—HOUSEWORK; SCOTCH Canadian; first-class cook, laundress; city, country. 220 Ontario-st.

SITUATIONS WANTED—BY TWO SWEDISH girls as cook and general housework. Call 5831 Wentworth-av.

SITUATION WANTED—BY THOROUGHLY COMpetent girl, cook or general work; best city references. 3124 Cottage Grove-av., 1st flat.

SITUATION WANTED—BY GIRL FOR SECOND work. 4081 Armour-av.

SITUATION WANTED—GENERAL HOUSEWORK; competent Swedish girl. 255 E. 43d-st.

SITUATION WANTED—BY GOOD COMPETENT, highly recommended house girl. 291 N. State-st.

SITUATION WANTED—DINING-ROOM, LAUNdry, or second work. 147 N. Clark-st.

Seamstresses and Dressmakers.

SITUATION WANTED—DRESSMAKING AND plain sewing neatly done by German dressmaker; $1.25 per day. 107 29th-st., near Calumet-av.

Stenographers.

SITUATION WANTED—EXPERIENCED LADY stenographer; furnish machine if necessary; references. Address L A 145, Tribune office.

SITUATION WANTED—BY FIRST-CLASS LADY stenographer and rapid Remington operator; law office preferred; salary fair. S 163, Tribune.

SITUATION WANTED—BY LADY STENOGRApher; bright, rapid, experienced. L B 10, Tribune.

Miscellaneous.

SITUATION WANTED—BY COMPETENT NORTH German as lady's maid and seamstress; best references; North Side. Address T 20, Tribune office.

WANTED—MALE HELP.

Bookkeepers and Clerks.

BOOKKEEPER — ASSISTANT BOOKKEEPER and bill clerk; young man of 18 to 20 years, who is a neat rapid penman and quick at figures; first-class references required. T 60, Tribune office.

Salesmen, Solicitors, Etc.

SALESMAN—AN INTELLIGENT GENTLEMAN, as salesman for a leading Eastern house; previous experience not essential; good terms and premanency for worker; references. Apply to H. C. LOGAN, Room 70, 245 State-st.

SALESMAN—GOOD ENERGETIC MAN EXPERIenced in the grocery branch of trade for routes in Indiana and Iowa by a wholesale grocery house; give full particulars of experience and references. Address L A 155, Tribune office.

SALESMAN—CITY—IN WHOLESALE BOOT AND shoe house; one acquainted with city trade. Address T 57, Tribune office.

SALESMAN—TRAVELING; WITH EXPERIENCE and thoroughly familiar with drapery and furniture trimming trade. Address T 48, Tribune office.

SOLICITOR—FIRST-CLASS MECHANICAL ADvertising solicitor; good pay and steady job. 125 S. Clark-st., Room 58.

Trades.

BLACKSMITH—WHO THOROUGHLY UNDERstands wagon and carriage work, first-class man, with good references; good prospect for the right man. Address P S 23, Tribune office.

WATCHMAKER—NORTHEAST CORNER 47TH and Evans-av.

Coachmen, Teamsters, Etc.

COACHMAN — ON DREXEL-BLVD, MIDDLE-aged, married; must have best references and understand thoroughly the care of horses, cow, lawn, etc.; wages $50 per month and heat and light in barn. Address, with full particulars, L B 13, Tribune office.

COACHMAN—(ONE) ONE BILL CLERK, AND one janitor. Room 910, 126 State-st.

Miscellaneous.

A STEADY, INTELLIGENT AMERICAN OR Irish-American, who is thoroughly trustworthy and can furnish undoubted city references; $18 per week. Apply FRANK KELLY,
88 Washington-st., Room 34.

GOOD WORKER—OUTSIDE BUSINESS—A CONvincing talker. 126 State-st., Room 918.

MAN—TO MANAGE AND DO REPAIRING AT apartment bldg. with wife to cook and iron; must be competent; no children. LOOMIS, 4901 Calumet.

PORTER—356 STATE-ST.

PROOFREADERS — TWO; FIRST-CLASS; MUST be thoroughly competent to read dictionary matter. W. B. CONKEY COMPANY,
341-351 Dearborn-st.

RAILROAD MEN — ALL CLASSES. APPLY Room 907 The Temple, La Salle and Monroe-sts.

WANTED—FEMALE HELP.

Bookkeepers and Clerks.

BOOKKEEPER — LADY, THOROUGHLY FAmiliar with double entry; none other need apply; application must be in own handwriting, giving references; state experience and salary required; one familiar with stenography preferred. Address T 22, Tribune office.

BOOKKEEPER—LADY OR GENTLEMAN, CAPAble of taking charge; state experience, qualifications, and salary in first letter. Address T 40, Tribune office.

CASHIER—AN EXPERIENCED LADY CASHIER who can keep a small set of double entry books; best of references required. Address, with full particulars, T 62, Tribune office.

GIRL — WHO CAN WRITE A GOOD, PLAIN, rapid hand; must be good in figures; will pay from $5 to $7. Address T 55, Tribune office.

SALESLADY—AN INTELLIGENT LADY NOT under 21 as saleslady; previous experience not essential; salary $12 weekly with commission; references. Apply after 9:30 to H. C. LOGAN, Room 70, 245 State-st.

Domestics.

GIRLS—TWO DINING-ROOM GIRLS. 51 EAST Chicago-av.

GIRLS—3—COOK, SECOND GIRL, GENERAL girl; wages $5. 147 N. Clark-st.

HOUSEWORK—GIRL FOR GENERAL HOUSEwork in a family of 2; do not call unless fully competent and have A1 references. 4356 Oakenwald-av.

HOUSEWORK—GIRL FOR GENERAL HOUSEwork. Apply at COHN, 259 Wells-st.

WANTED—FEMALE HELP.

Domestics.

HOUSEWORK—A CAPABLE GIRL TO DO GENeral housework at 194 36th-st.

HOUSEWORK—GIRL WITH EXPERIENCE AND ref. for general housework. 287 Ashland-boul.

NURSE—TO TAKE CHARGE OF INFANT AND make herself generally useful; must have good city reference. Apply at 4802 Vincennes-av.

NURSE — COMPETENT, TO TAKE ENTIRE charge baby 4 weeks old; reliable city references. Call 6 Tower-place.

NURSE—OR NURSERY GOVERNESS; EXPERIenced, with verbal references. 4810 Kenwood-av.

SECOND GIRL—COMPETENT; MUST BRING references. Apply at 2622 Prairie-av.

WOMAN—A SINGLE WOMAN TO COOK AND do light housework in small family; apply immediately. 4218 Prairie-av., first flat.

Seamstresses and Dressmakers.

APPRENTICES—AT DRESSMAKING PARLORS, 3613 Cottage Grove-av.

DRESSMAKER—AT ONCE; ALSO SOME TO fill positions as cutters. Apply at Fauts' Cutting School, 274 N. Clark-st.

Stenographers.

STENOGRAPHER—EXPERIENCED; STATE EXperience and last position in application. Address T 63, Tribune office.

STENOGRAPHER—A COMPETENT LADY STEnographer and typewriter to do law office work. JOHN WATTAWA, Kewaunee, Wis.

STENOGRAPHER — LADY; ONE FAMILIAR with shoe business; one having had general office experience. Address with reference, T 47, Tribune.

STENOGRAPHER—BRIGHT, LADY; NOT UNDER 23 years of age; give particulars. Address T 54, Tribune office.

STENOGRAPHER—FIRST-CLASS; LAW OFFICE; state experience and ability, also salary wanted. Address T 59, Tribune office.

STENOGRAPHERS—THREE; YOUNG LADIES; $8. Room 609, 100 Washington-st.

Miscellaneous.

LADY—YOUNG, NEAT, AND INTELLIGENT. Room 609, 100 Washington-st.

MUSICAL INSTRUMENTS.

ADAM SCHAAF,

MANUFACTURER OF PIANOS.

We give better value for the money than any house in the city.

9 Vose & Sons pianos, uprights	$125, $150, $175
1 Krorger & Sons piano	170
2 Decker pianos, each	150, $165
1 Haines Bros. piano	100
2 Weser Bros. pianos	100, $125
4 Schaaf pianos	140, $150, 165, $175
5 Upright pianos, your choice, each	110
1 Chickering piano	145
Square pianos, each	25, $40, $50

EASY TERMS TO SUIT BUYERS.

Every piano warranted to be as represented or money refunded.

Pianos exchanged, moved, tuned, repaired, and stored.

200 new pianos to rent, $4 per month; one year's rent allowed if purchased.

ADAM SCHAAF,
276 West Madison-st., corner Morgan.

200 NEW PIANOS.
500 NEW ORGANS.
ALL GRADES from the BEST to CHEAPEST.
Prices lower than ever. Terms easy.
50 SECOND-HAND PIANOS
from $40 upward.
25 SECOND-HAND ORGANS
from $15 upward.
RENTING a specialty from $1 per month upward.
Tuning free.
In addition to our own pianos we have the exclusive sale of the
MATCHLESS DECKER BROS. Pianos.
Inspection solicited. Catalogues sent free.
ESTEY & CAMP.
233 State-st. 49-53 Jackson-st.

PAY BUT ONE PROFIT.
Buy direct from the manufacturer.
Makers of Kimball Pianos, Reed and Pipe Organs.
One price—one profit—plain figures.
PIANOS RENTED, tuned, repaired, and stored.
Old instruments taken in exchange.
Bargains in little used pianos and organs.
W. W. KIMBALL CO., Wabash-av., near Jackson-st.
N. B.—We close Saturdays at 1 p. m. during June, July and August.

PIANOS TO RENT—
$10 for three months' rental of 7⅓ octave upright piano; largest stock in city to select from. Pianos exchanged, tuned, repaired, and stored.
NEW ENGLAND PIANO CO.,
262-264 Wabash-av.
200 Tremont-st., Boston, Mass.
98 5th-av., New York.
26, 28, and 30 O'Farrell-st., San Francisco, Cal.
Factories—Boston, Mass.

ONE VOSE & SONS' CABINET GRAND upright $160
Two Kimball uprights .... $85 and 100
One Chickering upright, rosewood case 170
THE MANUFACTURERS' PIANO CO.,
248 Wabash-av.

BLAME ONLY YOURSELF IF AFTER PURchasing a piano you are dissatisfied with it. Before purchasing anywhere see the IMPROVED EMERSON PIANOS, and judge by comparison of its merits. Several genuine bargains.
JOHN W. NORTHUP, Emerson Piano Co.,
Manager. 218 Wabash-av.

SPECIAL BARGAINS IN PIANOS—
On easy terms.
Prices $75 to $200.
Terms $5 to $10 a month.
CHASE BROTHERS PIANO CO.,
219-221 Wabash-av.

WHEN YOU WISH TO RENT OR BUY A good piano visit the extensive ware-rooms of
LYON, POTTER & CO.,
174 Wabash-av.

BARGAINS IN PIANOS THAT HAVE BEEN rented—
Special prices. Easy terms.
CHASE BROTHERS PIANO CO.,
219-221 Wabash-av.

LARGE LINE OF PIANOS FOR RENT AT summer prices—
Rent may apply on purchase.
CHASE BROTHERS PIANO CO.,
219-221 Wabash-av.

SOHMER PIANOS AND THE ELECTRIC self-playing pianos are sold only by the Thompson Music Co., 261 Wabash-av.

FOR SALE—EVERETT UPRIGHT, VALUE $450, good as new, for cash $275; must be sold at once. Address L B 121, Tribune office.

FOR SALE—CHEAP—NEARLY NEW STEINway upright piano. Call at 259 West Madison-st., 2d floor.

STORAGE.

CHICAGO STORAGE WAREHOUSE—STORAGE of all kinds, packing, shipping, moving. Telephone Harrison 467. CHAS. P. SHERWOOD, Prop., 294-300 Franklin-st.

ORIENTAL STORAGE WAREHOUSE, 399 TO 405 W. Madison-st.—Driest, cleanest, and best ventilated; private rooms; moving and packing a specialty. Tel. 4026. THE E. JENNINGS CO., Props.

STORAGE FOR FURNITURE AND PIANOS—
Largest, oldest, and safest in the city.
Moving and packing furniture a specialty.
West Side—156, 158, and 160 W. Monroe-st. Tel. 4579 Main. South Side—350 and 352 Wabash-av. Tel. 1543 Main. GEORGE PARRY.

AGENTS WANTED.

AGENTS—MAKE $2 AN HOUR SELLING OUR specialties. This is no misrepresentation; we guarantee it; goods entirely new, and sell in every store, office and home; territory fresh; six splendid sellers; no competition. Write for terms and territory. EUREKA MFG. CO., Box 11, La Crosse, Wis.

AGENTS WANTED—TO HANDLE BALLS WONderful diagonal corrugated bread and cake knife; a bread-winner for agents; chance of a lifetime; sample, postpaid, 25c; one dozen, $1.25. Address ALUMINUM NOVELTY CO., Canton, O.

BICYCLES AND TRICYLES.

SPECIAL SALE—RARE BARGAINS IN BIcycles; some 1893 patterns, new and perfect; strictly high grade; better than the majority of 1894 wheels; at from $50 to $100; former price $125 to $150; children's wheels cheap; now is your chance. See us sure. Stokes Mfg. Co., 293 Wabash-av.

100 HIGH GRADE 2D-HAND BICYCLES very cheap. MEAD & PRENTISS, 188 Monroe.

RAMBLER BICYCLES, 85 MADISON-ST GORMULLY & JEFFERY MFG. CO

PARTNERS WANTED.

PARTNER WANTED—$10,000, TO TAKE OFFICE position; absolutely control all money; business fully established; goods sold in this city to best trade; fullest investigation before investment. Address L B 9, Tribune office.

ACCOUNTANTS.

CHAS. W. HAWLEY, ROOM 514 CHAMBER OF COMMERCE; tel. M.3698; ref. Northern Trust Co.

F. G. MOSS, EXPERT ACCOUNTANT, 355 WAbash-av., top floor—Opening, closing, examining, or keeping of books; evening work solicited; reasonable charges.

WATCHES, JEWELRY, ETC.

CASH PAID FOR DIAMONDS, OLD GOLD watches. J. M. BREDT & CO., 609 Columbus Bldg 103 State-st. Diamonds and watches at wholesale.

OLD GOLD AND SILVER BOUGHT; HIGHEST cash price paid. Refinery, 253 W. Madison-st.

CLOTHING.

A. S., 502 N. WELLS-ST., PAYS THE HIGHEST price for gentlemen's cast-off clothing; orders by mail promptly attended to.

WANTED—TO BUY—SECOND-HAND CLOTHing and furniture; highest price paid. Address T 75, Tribune office.

BUILDINGS TO SELL AND WANTED.

FOR SALE—NINE-ROOM COTTAGE—GOOD CONdition; must be moved at once; cheap. 3221 Prairie-av.

EMPLOYMENT BUREAUS.

ANY BUSINESS-HOUSE SUPPLIED GRATIS with stenographers of any grade whatever. J. S. HANNA, 412 First National Bank Building.

MACHINERY.

WANTED—SECOND-HAND DENTIST'S ENgine; state price. Address T 65, Tribune.

BARTER AND EXCHANGE.

USE OF GOOD UPRIGHT PIANO FOR SMALL loan on same. Address T 43, Tribune office.

PICTURES, STAMPS, COINS, ETC.

ALL STAMPS BOUGHT; BEST PRICES PAID; lists free. D. T. BIGGINSON, 150 Franklin-st.

BOARDING AND LODGING.

South Side.

270 MICHIGAN-AV.—BACHELORS' BOARDING house; near Auditorium; reference.

1810 MICHIGAN-AV. — FIRST-CLASS ROOMS with board; choice location; low rates.

2704 MICHIGAN-AV. — LARGE FRONT ROOM and board for two; reasonable.

2438 INDIANA-AV.—ELEGANT ROOMS AND board; detached brick house; refs.; English family.

North Side.

243 DEARBORN-AV.—SELECT BOARDING; DEsirable rooms with good board; reduced rates.

371 SUPERIOR—PLEASANT ROOMS, WITH home table; refined family choice locality; references.

487 AND 489 LA SALLE-AV., NEAR PARK—Rooms with board, also day board.

Hotels.

ALHAMBRA HOTEL, 1928 STATE-ST.—ALCOVE rooms, with or without private bath; electric lighted; $1.50 per week up.

"CUT RATES." "CUT RATES."—THE CENtral, 250 State-st.; room and board $1 a day; $4.50 a week up; rooms 50c a day, $1.50 a week up.

THE WISCONSIN—
20, 22, 24 Wisconsin-st.; large cool rooms, single or en suite, with first class table, opposite Lincoln Park and cables; price reduced for the summer.

Suburban.

GOOD ROOMS AND EXCELLENT BOARD IN Winnetka, near depot. Apply to MRS. OSTRANDER, Winnetka, Ill.

THE FAITH COTTAGE, AT LAKE BLUFF, room and board, $5 to $7 per week; also rooms for light housekeeping. For particulars call or address 3136 Vernon-av.

Summer Resorts.

BOARDERS—AT A COUNTRY HOME. GEORGE FLETCHER, Prospect, Wis.

GO TO "THE EDISON," EDISON PARK, FOR the season; superior board $6; new and select. Address DR. BECK, Siegel & Cooper's.

BOARD WANTED.

BOARD—BY YOUNG MAN, IN PRIVATE FAMILY adults, near Metropolitan L. T 37, Tribune.

TO RENT—ROOMS.

South Side.

TO RENT—ROOMS—STAMFORD HOTEL, 1254 Michigan-blvd.; strictly first-class; new fireproof building; large outside rooms; supplied with electric light; hot and cold water; European, $20 to $40 per month; American, $10 per week up; cuisine 2d to none for the price in the city; our table d'hote dinners served with wine from 5 to 8 p. m. for 50c are unexcelled. BISHOP & PHILPOT, Props.

TO RENT—322 MICHIGAN-AV.—ELEGANTLY furnished alcove; other rooms; walking distance; private family.

TO RENT—FURNISHED ROOM, 4151 GRANDblvd.; modern conveniences; private family; reasonable.

TO RENT—ELEGANT LARGE FRONT ROOM, handsomely furnished; private family. 3621 Ellis-av.

TO RENT—FURNISHED AND UNFURNISHED apartments in Hotel Edinburgh, 2124 Michigan-av.

TO RENT—FURNISHED ROOMS, 2D FLAT, NO. 393 43d-st.

TO RENT—NICELY FURNISHED ROOMS WITH or without board; $5 per week. 3149 Indiana-av.

North Side.

TO RENT — FURNISHED ELEGANT LARGE front parlor; also three sleeping rooms, steam heat, etc.; choice location; walking distance. 51 Pine-st.

TO RENT—ELEGANT FRONT ROOM, $20 PER month for two; another $10; private house, facing Lincoln Park; modern; cool. 747 N. Clark.

TO RENT—THE "RUGIA," 473 DEARBORN-AV.; elegant rooms, en suite and single.

TO RENT—339 OHIO-ST.—CHOICE FURNISHED rooms; A1 location; walking distance.

TO RENT—500 DEARBORN-AV. — PLEASANT rooms; very reasonable; the best locality in city.

TO RENT — 262 ONTARIO-ST. — ELEGANT double and single room, with or without board.

WANTED—ROOMS.

WANTED—TO RENT—BY A LADY, WITH A strictly first-class family, a modest room with breakfast and late dinner; terms not to exceed $25 per month; references exchanged; no boarding-houses need apply. MRS. F., 1401 Schiller Bldg.

TO RENT—HOUSES.

South Side.

FOR RENT—9-ROOM ELEGANT HOUSES.
4804 Lake-av., Kenwood $60
4806 Lake-av., Kenwood 50
4805 Madison-av., Kenwood 50
6437 Star-avenue, Woodlawn 40
GEO. M. HORD, 80 Dearborn-st.

FOR RENT—2725 CALUMET-AV., 2-STORY and cellar brick, 9 rooms, all modern improvements; in fine order; detached lot 40x185 feet; fine brick barn. BARNES & PARISH, 157 La Salle-st.

FOR RENT—HIGH-CLASS RESIDENCES—NO. 3613 Ellis-av., 3-story stone-front, 10 rooms. No. 161 30th-st., near Prairie-av., 10 rooms.
FRED P. HOPKINS & CO., 175 Dearborn-st.

FOR RENT—NO. 14 GROVELAND PARK (34TH-st. and the lake), modern 10-room brown stone front, elegantly furnished and decorated. Large brick stable. Apply on premises from 3 to 5 p. m

FOR RENT—FOR THE SUMMER; FURnished nine-room house; beautiful location; rent very low. 2933 Prairie-av.

FOR RENT—CHEAP—COR. OF 43D AND ST. Lawrence-av.—House 7 rooms, large lot.
FRED P. HOPKINS & CO., 175 Dearborn-st.

TO RENT—4245 ST. LAWRENCE-AV.—SMALL brick building with 2 rooms upstairs.
FRED P. HOPKINS & CO., 175 Dearborn-st.

North Side.

TO RENT—FURNISHED HOUSE NEAR LINcoln Park. Address T 34, Tribune office.

TO RENT—NICE HOUSE; 13 ROOMS; GOOD order; 221 Ohio, near Dearborn-av.

WANTED—HOUSES.

WANTED—TO RENT—BY GENTLEMAN AND wife; care of furnished house or flat in pleasant neighborhood; at low rental; references. Address T 16, Tribune office.

TO RENT—FLATS.

South Side.

TO RENT—"THE RENFOST APARTMENTS," 52d and Cottage Grove-av., overlooking Washington Park and the boulevards; the most desirable and healthful portion of the city; 3 to 7 rooms; $25 to $40 per month, including electric lights, elevators, janitor service, steam heat, hot water, laundry, gas ranges, shades, screens, bell-boy service, and every convenience to be found in a first-class apartment building; fine cafe at moderate prices. Call at the building or on L. M. SMITH & BRO, 3947 Cottage Grove-av., corner Drexel-blvd.

TO RENT—LOVELY 2-ROOM FLATS OVERLOOKing Grand-blvd.; all housekeeping conveniences; free use of reception and reading rooms, tennis, croquet, and football grounds; near "L" station; entire living expenses for two people, including rent, groceries, gas, ice, heat, washing, etc.; only $30 per month; manager always on premises; "The Marlborough," 4901 Calumet-av. H. O. STONE & CO., 206 La Salle-st.

TO RENT—4, 5, AND 7 ROOM FLATS AND BATH, in first-class building, passenger elevator, steam heat, gas ranges, refrigerators, gas-fixtures, shades, screens, curtain-bars and rings, janitor service, steam laundry, and drying-rooms; $18, $20, $25, $28, $28, $30, and $35. Office, 3105 Calumet-av.

TO RENT—
IN THE NORWOOD HOUSE,
S. w. cor. Indiana-av. and 30th-st.
An elegant upper flat. Every convenience.
Apply to janitor.

TO RENT—"THE ARLINGTON," GRAND-BLVD. and 41st-st., near Indiana-av. station elevated road and boulevard trains on Lake Shore road; 4 and 5 room flats overlooking the boulevard; $25 to $30; strictly modern; will decorate to suit.
H. O. STONE & CO., 206 La Salle-st.

TO RENT—IN THE ANITA, 430 SUPERIOR-ST., overlooking the lake, elegant apartments; every modern improvement; new building. See janitor or owner, T. J. SHAY, 284 E. Madison-st.

TO RENT—FLATS—MODERN; LIGHT, 7 LARGE rooms, heated and supplied with hot water; fine order; $35. W. D. BISHOPP, 294 37th-st.

TO RENT—6 AND 7 R. STEAM FLATS, HOT water, $30 up. Cor. University-pl. and Rhodes-av., near 35th-st.

TO RENT—FLATS AND HOUSES ALL OVER the city; send or call for printed list, issued weekly. H. O. STONE & CO. 206 La Salle-st.

TO RENT—393 43D-ST.—MODERN 6-ROOM steam heated flats at $35 per month.
FRED P. HOPKINS & CO., 175 Dearborn-st.

TO RENT—KENWOOD FLAT; STEAM HEAT, gas range, hot water; janitor service. 205 46th.

North Side.

TO RENT — PRESENT TENANT LEAVING town will rent at reduced rate desirable newly decorated flat, 318 Hampden-ct., near north end Lincoln Park. E. GOODRIDGE & CO., 125 La Salle-st.

TO RENT—LIGHT 6-ROOM FLAT, 386 N. CLARK, no heat; also steam-heated flats, 5 and 8 rooms, 34 Maple-st.; janitor on premises.
H. HAMMOND, 41 River-st.

TO RENT—8 AND 9 ROOM STEAM-HEATED flats, handsomely finished, gas ranges, etc.; very low rental. 1033 North Clark-st., near Lincoln Park. H. O. STONE & CO., 206 La Salle-st.

TO RENT—TWO STRICTLY A1 9-ROOM FLATS, steam heat, etc., one furnished, choice location, walking distance. 51 Pine-st.

TO RENT—FLATS, 528 SUNNYSIDE-AV., ½ block from station, Ravenswood.

TO RENT—$12—4-ROOM FLAT IN HANDSOME apartment building. 64 Wendell-st.

TO RENT—7-ROOM FLAT AND BATH ROOM AT 342 N. Franklin. A. K. REYNER, corner house.

TO RENT—STORES.

South Side.

FOR RENT—BARBER'S SHOP—
A good corner basement in a modern down-town hotel can be rented at a very low rent by a first-class man who will furnish and fit it up in good style; use of baths; electric light and steam heat.
WALTER H. WILSON, 36 La Salle-st.

TO RENT—GOOD RETAIL STORE IN RAND-McNally Building. Apply to
RAND, McNALLY & CO., 166 Adams-st.

TO RENT—OFFICES, LOFTS, ETC.

Offices.

TO RENT—DESK ROOM—A TYPEWRITER AND stenographer who desires desk room can find same in prominent real estate office; rent payable in work (light); other work of course permitted. Address T 52, Tribune office.

TO RENT—A FEW DESIRABLE OFFICES ON the tenth floor, Rookery Building, facing on Adams-st., at reasonable terms. Apply at Room 1051, The Rookery.

TO RENT—OFFICES IN 28 MODERN BUILDings. H. O. STONE & CO., 206 La Salle-st.

TO RENT—DESK ROOM AND 'PHONE. 125 Dearborn, Room 44.

TO RENT—OFFICES, LOFTS, ETC.

Lofts.

TO RENT—SECOND FLOORS, 38 AND 40 LA Salle-st.; 65x40. Apply to A. L. McDOWELL, agent, 1006 Home Insurance Building.

TO RENT—MISCELLANEOUS.

TO RENT—CHEAP—3 FLOORS; 40X185 FT., OR part, to suit tenant; elevator service, electric power; in new building, 75 and 77 West Monroe-st.

TO RENT—BASEMENT, 88 STATE-ST.
VAUGHAN'S seed store.

BUSINESS CHANCES.

A RESPONSIBLE CONCERN OR INDIVIDUAL wanted in every city to take the sole agency for several important staples of the typewriting business; big cash commissions; exclusive rights and unequaled products; the largest house of its kind in the country back of this.
Address CLARK, Box 167,
Boston, Mass.

A RELIABLE BUSINESS-MAN INVESTING $2,500 with services can get partnership in an established paying business; wholesale. L B 17, Tribune.

AT LOW PRICE—A SAFE AND EXCEEDINGLY profitable investment in Cripple Creek, Colo., gold mining stock; investigate; it will pay. Address L A 151, Tribune office.

BEFORE YOU INVEST IN ANY BUSINESS call and see my list of genuine bargains.
A. SCHACHNER, Business Exchange,
Room 338 Unity Bldg., 79 Dearborn-st.

CASH ALWAYS FOR BOOTS AND SHOES OR any other merchandise. Address H. HOMES, 134 Market-st.

FOR SALE—A RETAIL BAKERY, WITH OVEN fixtures, ice cream parlors, and soda water fountain; good trade; cost $875; will sell for $390. Call or address cor. Jackson and California-av., or CARMICHAELE, 195 Kinzie-st.

FOR SALE—CLEAN STOCK OF HARDWARE AND lumber in live business town 80 miles from Chicago; established trade of from $16,000 to $20,000 per year; will invoice from $6,000 to $7,000; for cash only. Address Lock Box 2, Cabery, Ill.

FOR SALE—OR TRADE FOR REAL ESTATE—Some good corner saloons. Call O'Donnell & Duer Bavarian Brewing Co., Cor. 40th and Wallace sts.

FOR SALE—CHEAP—OLD ESTABLISHED TEA and coffee business; quarter value. H. MEECH, 7 East Madison.

FOR SALE—OR EXCHANGE—THE BEST-PAYing business on West Side; partners cannot agree. Address T 44, Tribune office.

FOR SALE—RESTAURANT, SOUTH SIDE. Address T 26, Tribune office.

FOR SALE — RESTAURANT AND LUNCH counter; good business; low rent. 460 State-st.

HALF INTEREST IN INVENTION—USEFUL, ornamental, novelty, to party willing to pay cost for having it patented and loan me $100 right away. Address T 29, Tribune office.

LIME PLANT MAKING $20,000 A YEAR FOR sale; present owners are retiring; price $100,000; plant is all complete and now running; would consider sale of controlling interest and put; inspection invited. Address L B 8, Tribune office.

LADY WANTS SMALL AMOUNT FOR LEGITImate paying business. Address T 32, Tribune.

ON EVERY $100 INVESTED YOU CAN MAKE daily $10. 146 Franklin-st., Room 3

PATENT TELEPHONE INDICATOR COMPANY 1517 Masonic Temple, Chicago, offer an elegant opportunity to investors in all cities having two hundred or more telephones to enter into a permanent and lucrative business; $1,000 to $5,000 required. Address I. R. BURNS, Pres.

TO RENT—KITCHEN, DINING-ROOM, AND cafe with every modern convenience, elegantly furnished, in a strictly first-class hotel; location the best; business thoroughly established; a splendid opportunity for the right man. T 58, Tribune office.

WANTED — GENTLEMEN WITH SMALL capital wishing to engage in the best paying business in the State can find such an opening by calling on the undersigned at the Clifton House.
R. FRISBEY.

WANTED—A GENTLEMAN WITH FIVE THOUsand dollars to join the advertiser in business on the Pacific coast; a very desirable monopoly; the business is capable of indefinite extension with large profits; investigation solicited. L B 15, Tribune.

WANTED—A PARTY TO INVEST IN A PROFitable business, requiring $6,500 cash; a good business opportunity at a bargain. Address Box 17, Carney, Mich.

WANTED—PARTY TO INVEST CAPITAL, WITH or without services, to enlarge an established and prosperous business; investment guaranteed. Address T 56, Tribune office.

WISH TO RETIRE—WILL SELL BEST SALOON, cafe, and road house on South Side; about $15,000; don't answer unless you have the cash and mean business; no agents. Address T 30, Tribune office.

WANTED—TO PURCHASE A FIRST-CLASS retail cigar store in lively manufacturing city. Address L A 134, Tribune office.

$1,000 BUYS SAMPLE ROOM AND RESTAURant. 3831 Cottage Grove; $550 cash; must sell to close up real estate.

HORSES AND CARRIAGES.

WILL SELL AT A BARGAIN ON ACCOUNT of leaving the city a stylish bay horse 6 years old, 15½ hands, and sound; weight 1,100 lbs. Also a fine leather top buggy and harness. Call at private barn rear of residence 464 West Adams-st.; will sell separate.

FOR SALE—HANDSOME COMBINATION saddle and driving horse belonging to private gentleman. To be seen Evans' Stable, Monroe and Michigan-av.

ONLY $65 FOR A PERFECT FAMILY OR business horse, thoroughly city broken and fearless of cable or electric cars. Private barn, northeast cor. of 37th and Grand-blvd.

FOR SALE—HANDSOMEST SADDLE AND driving horse in Chicago. T 51, Tribune.

STUDEBAKER BROS.' MFG. CO.
203 to 207 Michigan-av.,

CARRIAGE AND HARNESS BUILDERS.

Have now on exhibition a stock of carriages and harness which for style and quality has never been surpassed, and which includes the very latest and most fashionable designs in spiders, cabriolets, park wagons, Stanhopes, and two-wheelers.

Call and examine before purchasing.

THE CHICAGO CARRIAGE BAZAAR; every kind of new and second-hand vehicle; prices lower than any other place; also storage for carriages and furniture on separate floors.
VAN NEST & CO., 545 Wabash-av.

WILL BE SOLD CHEAP—LIGHT EXTENsion top cut-under family surrey and harness; used only a short time. Private barn in rear of residence 3659 Grand-blvd.

FOR SALE—LOW—A LIGHT SHIFTING top speeding buggy, as I have no use for it. Barn, 262 East 37th-st. E. H. THOMAS.

STORE AND OFFICE FIXTURES.

BANK SAFE, MODERN, ALMOST NEW cheap; also second-hand fireproof safes. Call or write 87 5th-av.

FOR SALE—LARGE ASSORTMENT OF GOOD second-hand safes; low prices. 52 Wabash-av.

SECOND-HAND SAFES BOUGHT AND SOLD WALTER L. SCOTT, 55 Dearborn-st.

FOR SALE—SECOND-HAND SAFES; LOWEST prices ever offered. W. S. DIX, 49 Dearborn-st.

A CASHIER'S DESK AND OFFICE PARTITION, less than cost; oak curtain desks, $16 to $22. City Office Furniture Co., 36 Lake-st.

CLAIRVOYANTS.

A FORTUNE TELLER—HAND READING AND astrology—The young MME. E. MOZART, just arrived from Europe, tells past, present, and future in four different ways; tells to lady or gent in hand who the future husband or wife will be; also brings back husband and lover in so many days; ladies in trouble call; gives good luck charms free; advice on speculation; tips on horse racing. 1835 Wabash-av., between 18th and 20th-sts. Office hours 9 a. m. to 9 p. m. Open every day, including Sunday. I have the only lucky stone in America.

MRS. STARR, CLAIRVOYANT, 3261 COTTAGE Grove-av.; satisfied patrons my best advertisement.

HOUSEHOLD GOODS.

BARKER & JACKSON,
FURNACES.
The best in use. 1818 Wabash-av.

Send in your order early to have your furnaces put in order before the rush begins in the fall.

SPOT CASH PAID FOR FURNITURE OF World's Fair hotels and exhibits of all kinds and furniture of private residences. T. P., 21 Park-av.

LEASEHOLDS TO SELL & WANTED.

FOR SALE—CHEAP—A NICELY FURNISHED 4-room flat on Walton-pl.; rent only $20 a month. Address T 68, Tribune office.

INSTRUCTION.

INSTRUCTION OR TUITION IN GREEK, LATIN, German, French, and mathematics by experienced teacher; former student of the University of Berlin, Germany; best references, moderate prices. Address L B 16, Tribune office.

PATENT ATTORNEYS.

PATENTS, CAVEATS, ETC., OBTAINED; SALE of rights negotiated; inventions introduced. Patented Specialties Introducing and Brokerage Co., Room 715, 36 Clark-st., Chicago.

UNDERTAKING.

POSTLEWAIT—310 OGDEN-AV.
High-class undertaking; all divisions of the city and suburbs. Telephone West 209.

PHOTOGRAPHERS.

J. B. WILSON, 389 STATE-ST.—12 FINELY FINished cabinets and an elegant 11x14 portrait, $2; open Sundays; copying and enlarging a specialty.

ROOFING.

ALL KINDS OF ROOFING DONE AND OLD roofs repaired; estimates given. ILLINOIS ROOFING CO., Tel. West 264, 1089 W. Madison-st.

MISCELLANEOUS.

MIMEOGRAPH COPYING AT CUT PRICES. Telephone main 594, R. 814, 171 La Salle-st.

SHALL BE HERE DURING WASHINGTON PARK meeting; my patrons did well at Latonia; terms reasonable. Address L A 136, Tribune office.

VAUGHAN'S CHICAGO PARKS GRASS SEED the best and cleanest; used at World's Fair. VAUGHAN'S Seed Store, 88 State.

WANTED—EMPTY CASES OF ALL KINDS. Apply I. GINSBERG, care of H. WOLF & CO., 246-252 E. Madison-st., City.

WANTED—FULL DRAMATIC COMPANY FOR the road. Inquire at 300 Washington-blvd.; West.

WANTED—TO BUY—SECOND-HAND POKER table; must be cheap. T 41, Tribune office.

CITY REAL ESTATE.

FOR SALE—OR LEASE—99 YEARS; NO REVALuation.

MANUFACTURING PROPERTY,
Three miles from Court House
on EIGHT railroads—2 Eastern, 3 Western, and 3 belt lines; FREE SWITCHING on all roads in the city; 12,500 to 245,000 square feet, with railroad switch on the property; suitable for stone, coal, or lumber yard, or manufacturing purposes.
JAMES W. HEDENBERG,
132 La Salle-st.

SOUTH SIDE REAL ESTATE.

FOR SALE—SOMETHING NEW—A HOUSE, 320 Bowen-av., adjoining corner Langley-av.; if you are looking for one see this before buying; all modern improvements, hardwood floors, stationary bowls in all sleeping rooms, butler's pantry, electric lights. For terms apply to owner, C. W. MILLS, 3200 Indiana-av.

FOR SALE—A DECIDED BARGAIN—MODERN brown stone from 10-room residence, 3231 Groveland-av.; 2 stories, cellar, and attic; possession at once; price, $9,500. PETER VAN VLISSINGEN, 102 Washington-st.

NORTH SIDE REAL ESTATE.

FOR SALE—EDGEWATER HOMES—

FINE LARGE BUILDING LOTS, $1,000.

TERMS TO SUIT AND MONEY LOANED TO BUILD AT 6 PER CENT INTEREST WITHOUT COMMISSION—NEW MODERN HOUSES, $5,500 TO $10,500 ON EASY TERMS.
RAPID TRANSIT BY STEAM AND ELECTRIC RAILROAD.
J. L. COCHRAN,
722 CHICAGO OPERA-HOUSE.

FOR SALE—RAVENSWOOD—HANDSOME MODern house, 9 rooms and bathroom; large attic; brick basement; first floor oak, second hard oil, oak mantel, Boynton furnace, gas, water, sewer, etc.; lot 50x130; $5,000, $200 cash, $40 monthly, including interest; a decided snap for a homeseeker.
SAM BROWN JR., 409 Chicago Opera-House.

WEST SIDE REAL ESTATE.

FOR SALE—209 WARREN-AV.—SNAP—9 ROOM house, lot 25x125, $4,500; the lot is worth the price. SAM BROWN JR., 409 Chicago Opera-House.

SUBURBAN REAL ESTATE.

FOR SALE—
HOUSES AND LOTS
AT
WINNETKA PARK BLUFFS.

8-room house—lot 50x150 ft.
9-room house—lot 100x150 ft.
12-room house—corner lot 110x150 ft.

ALL LOCATED NEAR LAKE AND STATION.
Prices are so low, houses so well built, surroundings so beautiful, that you must be tempted to buy if you SEE THEM.

DO YOU WANT A SUBURBAN HOME?
(with all modern conveniences).

LOCATED 80 FEET ABOVE THE LAKE, CLOSE TO THE BEACH, WITH LARGE GROUNDS, SHADE TREES IN ABUNDANCE, AND WHERE THE GREAT SHERIDAN ROAD WINDS THROUGH THE RAVINE, FORMING A PICTURE OF RARE BEAUTY (NOT TO BE EQUALED AROUND CHICAGO).

All these advantages within 40 minutes' ride of the city and 50 daily trains to accommodate you; if you are serious about buying a home, come in and see us, as we propose to sell you a first-class house for less money than you can produce it; most reasonable terms of payment made to good parties on either houses or vacant lots; we will take you to the property any week day at 10 a. m. or 1 p. m.
W. H. CAIRNDUFF & CO.,
Owners,
301-304 Inter-OceanBldg., Dearborn and Madison-sts.

FOR SALE — WILMETTE — NEW MODERN houses, plate glass, hardwood finish, furnace, hot and cold water, overlooking the lake, near Sheridan road, 1 block from depot, $4,400; terms to suit.
J. B SPENCER,
Room 116, 115 Dearborn-st.

FOR SALE—
Am out of work; must have $50 at once; will sell the best residence corner in beautiful near-by suburb for $250, the $200 balance to run on easy monthly payments; paid $400 in 1892; this is a big bargain. Address L A 137, Tribune office.

FOR SALE—OAK PARK HOUSES; $4,800, $5,250 $5,500, $6,000, $6,200, $6,500, $8,000. FRANK H JUNE, 141 Lake-st., Oak Park, Ill.

FRUIT LANDS.

FOR SALE—OR EXCHANGE—SPLENDID BARgains in choice California properties; best locations. H. J. RANSOM & CO., 167 Dearborn-st.

REAL ESTATE WANTED.

WANTED—A 10-ROOM HOUSE, NORTH SIDE, price not to exceed $12,000, with 50 or 100-foot lot; give full particulars or no attention will be given. Address L A 154, Tribune office.

WANTED—CHICAGO INCOME PROPERTY—Bargain; party must take $40,000 income St. Louis, mortgaged for $17,000, for first payment; balance long time; low interest. Address T 67, Tribune.

REAL ESTATE TO EXCHANGE.

FOR SALE—FIRST-CLASS MERCANTILE BUSIness; $4,000 cash and $8,000 property takes it; if you answer state fully what you have and want; owner. Address R 322, Tribune office.

FINE 11-ROOM MODERN RESIDENCE; 263 FT. frontage, Sheridan drive; choice location; Winnetka; for city property. 1132 Stock Exchange.

TO EXCHANGE—NEW 10-ROOM DWELLING ON hill, Morgan Park; $4,000 equity; want vacant there or on Rock Island. Room 75, 161 La Salle-st.

WANTED—REAL ESTATE IN EXCHANGE FOR manufacturing plant of light hardware. Address T 33, Tribune office.

REAL ESTATE LOANS.

A SPECIAL FUND OF MONEY TO LOAN ON IMproved Chicago real estate at lowest market rates. Will be divided in amounts to suit.
J. H. VAN VLISSINGEN & BRO.,
Estab. 1879. Major Block, 149 La Salle-st.

ANY SUM OF MONEY TO LOAN—$1,000 AND upward. Building loans made.
OLIVER & SCOTT, 97 Washington-st.

ALBERT WAHL, 706 CHAMBER OF COMMERCE Bldg., makes loans on city improved real estate at 5, 5½, and 6 per cent.

BUILDING AND OTHER LOANS; CURRENT rates. RICE & CREIGHTON, 119 Dearborn-st.

D. S. PLACE & CO., 145 LA SALLE-ST., LOAN money on improved and choice vacant real estate from $500 up at 6 and 7 per cent.

EDGAR M. SNOW & CO., 88 LA SALLE-ST., LOAN money on improved Chicago real estate at lowest current rates. We pass upon security.

FOR SALE—REAL ESTATE MORTGAGE, $3,500, 3 years, 6 per cent; central improved gilt-edged. 791 Van Buren-st

FARM LOANS—EITHER FIRST OR SECOND mortgage loans made. M'DONOUGH,
134 E. Van Buren-st., R. 405.

GREENEBAUM SONS, BANKERS,
83 and 85 Dearborn-st.
LOANS MADE ON CHICAGO REAL ESTATE AT LOWEST RATES.

KINNEY & STANDISH, 108 DEARBORN-ST., have money in hand to loan on Chicago real estate in sums to suit at lowest current rates; no delay.

LOANS ON LIFE POLICIES, ENDOWMENTS, and tontines; same bought. 200, 167 Dearborn.

MONEY LOANED WITHOUT COMMISSION AT LOWEST CURRENT RATES
ON IMPROVED REAL ESTATE.
R. PRINDIVILLE, Rooms 9 and 10, 122 La Salle-st.

MONEY TO LOAN — $500 TO $10,000 ON IMproved city real estate or first-class suburban; will make desirable building loans; no delay.
COOPER & BURHANS, 115 Dearborn-st.

MONEY TO LOAN AT 5, 5½, AND 6 PER CENT on improved Chicago real estate; building loans.
LOEB & GATZERT,
125 La Salle-st.

MONEY WITHOUT COMMISSION—A LARGE amount to loan at 6 per cent. Also 5 and 5½ per cent money. Building loans at current rates.
H. O. STONE & CO., 206 La Salle-st.

MONEY TO LOAN—ON IMPROVED CHICAGO real estate at lowest current rates.
KOZMINSKI & CO., 164 Randolph-st.

MONEY TO LOAN ON IMPROVED REAL EState. WILLIAM A. BOND & CO., 115 Dearborn.

PETERSON & BAY, BANKERS, S. W. COR. LA Salle and Randolph-sts., loan money on Chicago real estate at lowest rates of interest. No delay.

ROSE, QUINLAN & CO., MORTGAGE BANKERS 70 Dearborn-st., loan money on Chicago real estate at lowest rates; also building loans made.

WANTED—2 BUILDING LOANS $3,500 EACH, on two two-story 9-room and bath brick residences; bay in front and both sides; slate roof, stone front, hardwood finish; size 24x46, bays not included; size of lot 50x177; on Grove-av., first block north of Augusta-st.
REGNERT REGNERTSON,
522 Drummond-av.

$10,000 TO LOAN ON CITY PROPERTY, 6 per cent without commission. E. GRACE, Hotel Grace, cor. Clark and Jackson.

FINANCIAL.

ABOUT MONEY—

DO YOU NEED ANY?

We make loans of any size, large or small, on household goods, pianos, horses, wagons, and warehouse receipts at very low rates, for any length of time desired. Any part of the loan can be paid at any time, thus reducing the interest as fast as the loan is paid. If you need a loan please call on us.

CHICAGO MORTGAGE LOAN CO.

86 LA SALLE-ST. (MAIN FLOOR),
FIRST FLOOR ABOVE THE STREET.
INCORPORATED.

ALL PEOPLE IN NEED OF MONEY WILL DO WELL TO CALL AT THE OFFICE OF

FIDELITY MORTGAGE LOAN CO.

84 WASHINGTON-ST., FIRST FLOOR, ROOM 1 BETWEEN CLARK AND DEARBORN.

351 63D-ST., CORNER YALE, ENGLEWOOD.

AND 9215 COMMERCIAL-AV.
(ROOM 1 COLUMBIA BLOCK) SOUTH CHICAGO.

LOANS ON FURNITURE, PIANOS, HORSES, WAGONS, ETC., WITHOUT REMOVAL.

AS TO MONEY—DO YOU WANT ANY? I LOAN on easy terms on furniture, pianos, on your note secured by diamonds, watches, etc. I loan money for the interest and do not want your goods or property, so you need have no fear of losing them. Payments arranged on monthly installment plan to suit your convenience. Business done quietly, without publicity. ALPHEUS M. SMITH, Investment Banker, Room 716 Chamber of Commerce, corner of Washington and La Salle-sts.

A CHANCE TO SAVE TIME AND MONEY—THE WEST CHICAGO LOAN COMPANY, Room 205, 185 and 187 West Madison, N. W. Cor. of Halsted.
LENDS MONEY, at very LOW RATES, on HOUSEHOLD FURNITURE, PIANOS, HORSES, WAGONS, CARRIAGES, WAREHOUSE RECEIPTS, MERCHANDISE, ETC.

ADVANCES— —LOANS—
SHIELDS & BRO.,
95 Clark-st., Room 3.
Any amounts loaned on notes, mortgages, furniture, warehouse receipts, and other securities at lowest rates

FINANCIAL.

ANY SUM LOANED ON MERCHANDISE, FURNIture, notes, and other collaterals.
W. N. ALLEY, 115 Dearborn-st., Room 29.

BORROW MONEY—
Where your collaterals are safe. We charge lower rate of interest than any other collateral loan bank in the city. Large loans to private parties at a special low rate of interest. Any amount of money to loan on diamonds, watches, and jewelry.
H. BAUMAN & CO., 159 South Clark-st.

MONEY LOANED TO HONEST PEOPLE ON furniture, pianos without removal; goods stored, advances made. ZEIMER, 119 Dearborn, R. 53.

OLD GOLD AND SILVER BOUGHT; HIGHEST cash price paid for broken, unused, or out-of-style jewelry, silverware, etc. Victory Chemical Co., refiners, 103 State-st., Room 601.

STEAMSHIP LINES.

Ocean Navigation.

INTERNATIONAL NAVIGATION COMPANY'S LINES.
AMERICAN LINE.
NEW YORK TO SOUTHAMPTON.
Shortest and most convenient Route to London.
Pier to Pier—No transfer by tender. No tidal delays.
Close connection at Southampton for Havre and Paris by special fast twin-screw channel steamers.
New York.. July 11, 11 am | Chester...... Aug. 1, 11 am
Paris...... July 18, 11 am | New York... Aug. 8, 11 am
AND
PHILADELPHIA TO QUEENSTOWN, LIVERPOOL
Every Saturday.
Exceptionally good second-class and steerage accommodations.
RED STAR LINE.
NEW YORK TO ANTWERP.
Short and direct route to the Continent.
West'rnland, July 11, 12:30pm | Belgenl'd.. Jy. 25, 10:30 am
Noord'd, July 18, 4:30 pm | Waesland. Aug. 1, 4:30 pm
AND
PHILADELPHIA TO ANTWERP
Every alternate Wednesday.
INTERNATIONAL NAVIGATION COMPANY,
32 Clark-st., Chicago.

NORTH GERMAN LLOYD S. S. CO.
SHORT ROUTE TO LONDON
FAST EXPRESS STEAMERS.
I. cabin, $90; II. cabin, $50 and $60.
To Southampton (London), BREMEN.
Saale.. Sat., July 7, 9 am | Lahn.. Tues... July 17, 9 am
Spree. Tues., July 10, noon | Ems..... Sat., July 21, 9 am
Elbe... Sat., July 14, 7 am | Havel. Tues., July 24, 9 am
MEDITERRANEAN SERVICE.
NEW YORK—GIBRALTAR—GENOA.
Werra....... July 5, 4 pm | Werra...... Sept. 15, 10 a m
Fulda...... July 21, 10 am | Kaiser......... Sept. 22, noon
Werra...... Aug. 11, noon | Fulda.......... Oct. 6, 10 am
Fulda...... Aug. 25, noon | Werra.......... Oct. 20, 10 am
Cabin rates from $80 upward.
H. CLAUSSENIUS & CO.,
General Western Agents,
80 Fifth-av., Chicago.

THE OLD RELIABLE CUNARD MAIL LINE.
Established 1840.
"CAMPANIA" and "LUCANIA"
The New Twin Screw Steamships, 620 feet long, 12,950 tons, 30,000 horse-power, positively the largest, fastest, and most magnificent in the world.
"UMBRIA" and "ETRURIA."
520 feet long, 8,500 tons, 14,500 horse-power, and others comprising an incomparable fleet of fast Express passenger steamers.
ALL RECORDS BROKEN. 5 DS., 12 HRS., 7 MIN.
The character, record, and general reputation of this line for SAFETY, COMFORT, and SPEED (having never lost a passenger during the 53 years of its existence) needs no comment.
F. G. WHITING, Mgr. West. Dept., 131 Randolph-st.

HAMBURG-AMERICAN LINE.
Express Steamer Service.
New York, Southampton (London, Paris), Hamburg—Magnificent new twin screw steamers of 13—16,000 h. p. This line holds the record for fastest time to London and the Continent.
Furst Bismarck...... July 12 | Augusta Victoria... Aug. 23
Columbia.............. July 19 | Normannia.............. Aug. 30
Normannia............. Aug. 2 | Furst Bismarck....... Sept. 6
Furst Bismarck....... Aug. 9 | Columbia................ Sept. 13
Columbia.............. Aug. 16 | Augusta Victoria. Sept. 20
Hamburg-American Line. Gen. Passage office:
125 La Salle-st., Chicago.

COMPAGNIE GENERALE TRANSATLANTIQUE
FRENCH LINE TO HAVRE—PARIS.
EVERY SATURDAY.
Company's entire fleet composed of large, fast express steamers, which make the voyage regularly in one week; no crossing of Channel, no tedious delay at seaport. MAURICE M. KOZMINSKI,
General Western Agent, 166 Randolph-st.

ANCHOR LINE U. S. MAIL STEAMSHIPS—SAloon, second-class, and steerage rates on lowest terms; New York, Londonderry, Glasgow, Liverpool, Belfast, and all continental points.
Furnessia............ July 14 | Circassia............... July 28
Anchoria............. July 21 | Ethiopia................. Aug. 11
Drafts for any amount issued at lowest rates.
HENDERSON BROTHERS, 176-178 Jackson-st.

ROYAL NETHERLANDS AND U. S. MAIL LINE for France and Germany—Sailing every Saturday and Thursday between New York and Rotterdam or Amsterdam, via Boulogne sur Mer. For full information about rates, sailings, etc., apply to General Western Passenger Agency, 86 La Salle-st., Chicago, Ill.

"GAZE'S TOURS" TO EUROPE, '94, UNEQUALED facilities. Tickets by all lines at lowest rates. Select parties in June, July, and August. Send for programmes. H. GAZE & SONS, Tourist Agents and Bankers, 204 S. Clark-st., Chicago. Est. 1844.

Lake Navigation.

LAKE MICHIGAN AND LAKE SUPERIOR Transportation Co.
LAKE SUPERIOR STEAMERS.
The great lake route.
Own the new steel steamship Manitou,
Sailings from Chicago.
For Mackinac Island, Sault Ste. Marie, Detroit, Cleveland, Buffalo, Toronto, etc.: Tues. 9 a. m., Wed. 8:30 p. m., Fri. 8 p. m., Sat. 8:30 p. m.
For Harbor Springs, Petoskey, Bay View, Charlevoix, etc.: Tues. 9 a. m., Friday 8 p. m.
For Marquette, Hancock, Houghton, Ashland, Duluth, etc.: Wed and Sat. 8:30 p. m.
Illustrated pamphlets mailed free on application.
OFFICE AND DOCKS, RUSH AND N. WATER-STS., CHICAGO.

GOODRICH STEAMERS—
Twice daily for Milwaukee, 9 a. m. and 8 p. m.
Daily exc. Sat. for Ludington and Manistee, 9 a. m.
Daily for Racine, Milwaukee, Sheboygan, Manitowoc, Two Rivers, Kewaunee, Ahnapee, Sturgeon Bay, and Menominee at 7 p. m.
For Grand Haven, Muskegon, Grand Rapids, etc., daily at 7:30 p. m.
For Green Bay, Wednesday at Saturday at 7 p. m.
For Escanaba, Manistique, and Bay Ports, Sat. 7 p. m.
Office and docks foot of Michigan-av.

CONSOLIDATED — SEYMOUR TRANSPORTATION CO. with
NORTHERN MICHIGAN TRANSPORTATION CO.
Steamers every Tuesday, 1 p. m.; Wednesday, 4 p. m.; Friday, 9 p. m.; Saturday, 10 p. m., for Ludington, Manistee, Frankfort, Traverse City, Charlevoix, Petoskey, Harbor Springs, Bay View, Mackinac Island, Sault Ste. Marie, and all points East.
Office and dock, east end Michigan-st.,
Telephone, Main 572. Chicago.

FOR ST. JOSEPH, BENTON HARBOR, GRAND Rapids, Detroit, Ottawa Beach, Niles, all Michigan and Indiana points, steamers "City of Chicago" and "Chicora" leave daily 9:30 a. m. and 11:30 p. m.; Saturday extra 2 p. m. Dock and office foot Wabash-av., 48 River-st. J. H. GRAHAM, President.

OFFICIAL CITY TICKET OFFICE L. M. & L. S. T. Co., including new express steamer Manitou, Mississippi River steamers, and general ticket agency for all lines of lake and river steamers. Call or send for tourist program. WM. A. FLETCHER, Agent, 204 S. Clark-st., Chicago.

GAZE'S AMERICAN TOURS, ROUTES, AND Rates, via Lake, River, and Rail, to all summer resorts; don't decide on any route before sending for program. H. GAZE & SONS, Tourist Agents (Estb. 1844), 204 S. Clark-st., Chicago.

CITY TICKET OFFICE FOR LAKE MICHIGAN and Lake Superior Trans. Co., Goodrich Line, and for all lake steamers; send for summer book. 234 S. Clark-st. THOS. COOK & SON., Agts.

FOR HOLLAND, MICH.—STEAMER MABEL Bradshaw leaves Chicago Mondays, Wednesdays, Fridays, and Saturdays, at 8 p. m., from Graham & Morton Dock, foot of Wabash-av.

HOLLAND AND CHICAGO LINE—
Steamer leaves daily at 8 p. m. for Holland, Grand Rapids, and Allegan from Northern Michigan Transportation company's dock, foot of Michigan-st.

RAILWAY TIME TABLES.

WESTERN.

CHICAGO, ROCK ISLAND & PAC. RY.—PASSENger Station, Van Buren-st., one block south Board of Trade. City ticket office, 104 Clark-st.

Trains	Leave.	Arriv.
Fast Mail to Des Moines	* 3:00 am	a 8:30 pm
Illinois, Iowa, and Peoria Ex	*10:35 am	* 2:30 pm
Leavenworth and Kansas City	* 5:00 pm	* 8:10 am
Minneapolis, St. P. & Sioux Falls	* 5:30 pm	*12:00 m
Joliet Accommodation	† 4:05 pm	† 9:45 am
Peru Accommodation	† 4:50 pm	† 9:50 am
St. Jo. Atchison & Kansas City, Denver, Colo. Spgs. & Pueblo	* 6:00 pm	*10:00 am
Fort Worth and Texas Express	* 6:00 pm	*10:00 am
Denver, Colo. Spgs. & Pueblo via Omaha & Lincoln (Big Five) vestibuled	*10:00 pm	* 8:10 am
Omaha and St. Paul Night Ex	‡10:10 pm	¶ 7:30 am
Peoria and Denver Night Ex	‡10:10 pm	¶ 7:30 am

*Daily. †Ex. Sunday. ‡Ex. Saturday. ¶Ex. Monday. aReturns daily as local from Des Moines.

BURLINGTON ROUTE, C., B. AND Q. RAILroad.—Berths and tickets at No. 211 Clark street and Union Passenger Station. Canal and Adams-sts.

	Leave.	Arrive.
Galesburg and Streator	† 8:00 am	† 6:15 pm
Rockford and Forreston	† 8:00 am	† 2:15 pm
Local Points, Illinois and Iowa	*11:35 am	* 2:15 pm
Rockford, Sterling, Mendota	† 4:30 pm	†10:20 am
Streator and Ottawa	† 4:30 pm	†10:35 am
Omaha, C. Bluffs & Neb. points	* 6:32 pm	* 8:20 am
Deadwood and the Black Hills	* 6:32 pm	* 8:20 am
Kas. Cy., St. Joe & Leavenw'th	* 6:10 pm	* 9:35 am
All points in Texas	* 6:10 pm	* 9:35 am
St. Paul and Minneapolis	* 6:25 pm	* 9:00 am
St. Paul and Minneapolis	*11:20 pm	* 2:00 pm
Kas. Cy., St. Joe. & Leavenw'th	*10:30 pm	* 6:20 am
Omaha, Lincoln and Denver	*10:30 pm	* 8:20 am

*Daily. †Daily except Sunday.

ATCHISON TOPEKA AND SANTA FE R. R.—
SANTA FE ROUTE.
Trains leave Dearborn Station, cor. Dearborn and Polk-sts. Ticket office 212 Clark, cor. Adams.

*Daily †Except Sunday	Leave.	Arrive.
Galesburg and Ft. Madison Ex	† 8:30 am	† 5:50 pm
Streator, Pekin and Peoria Ex	† 1:20 pm	† 1:30 pm
Colorado and Utah Express	* 5:00 pm	*11:30 am
Fort Worth and Galveston Ex	* 5:00 pm	*11:30 am
Joliet and Streator Express	* 5:45 pm	*10:12 am
California Limited	* 9:30 pm	* 9:15 am
California Fast Express	* 9:30 pm	* 9:15 am
Kansas City Fast Mail	* 9:30 pm	* 7:00 am
Joliet Express	*11:22 pm	* 8:45 am
Kansas City Express	* 3:00 am	* 7:00 am

CHICAGO AND WEST MICHIGAN RY.
SCENIC LINE TO MICHIGAN RESORTS.
Through trains to Grand Rapids, Muskegon, Traverse City, Charlevoix, Petoskey, Bay View.

12th-st. Station, Lake-Front.	Leave.	Arrive.
Week days Parlor Car	8:15 am	1:25 pm
Week days Buffet Sleeper	5:00 pm	6:45 am
Daily Sleeper and Parlor Car	11:45 pm	6:50 pm

CHICAGO & EASTERN ILLINOIS RAILROAD—Ticket offices, 230 Clark-st., Auditorium Annex and Passenger Station, Dearborn and Polk-sts.

*Daily. †Except Sunday.	Leave.	Arrive.
Terre Haute and Evansville	† 7:05 am	† 6:02 pm
Danville & Ind. Mineral Spr'gs	†12:55 pm	† 9:40 pm
Chicago and Nashville Limited	* 4:00 pm	* 7:30 am
Terre Haute and Evansville	*10:20 pm	* 6:55 am

RAILWAY TIME TABLES.

WESTERN.

Continued.

CHICAGO AND NORTHWESTERN RAILWAY—Ticket offices, 206 and 208 Clark-st. Oakley-av. Station, and depot corner Wells and Kinzie-sts.

	Leave.	Arrive.
Co Bluffs, Omaha, Des Moines, Denver, Lincoln, Sioux City, Ogden, Salt Lake, San Francisco, Portland	†12:15 pm * 6:30 pm *10:30 pm *10:40 pm	† 2:15 pm * 8:15 am * 9:30 am * 7:00 am
Black Hills and Deadwood	* 6:30 pm	* 8:15 am
Duluth and the Superiors	* 6:30 pm	* 9:30 am
St. Paul, Minneapolis, Madison, La Crosse, Winona, and the Northwest	* 8:15 am * 6:30 pm *10:15 pm	¶ 8:00 pm * 7:00 am * 9:35 am
Winona, Minn., and So. Dakota	* 6:59 pm	¶ 8:00 pm
Iowa and the Dakotas	* 6:30 pm	¶ 8:15 am
Fond du Lac, Oshkosh, Neenan, Green Bay, Menominee	†11:30 am * 8:00 pm	† 6:00 pm * 7:35 am
Oshkosh, Appleton, F. Howard, Ashland, Hurley, Bessemer, Ironwood and Rhinelander	† 3:00 pm † 3:00 am † 5:00 pm	† 1:15 pm ‡ 7:35 am *10:05 am
Marquette & Lake Superior	† 3:00 am † 8:00 pm	‡ 7:00 pm ‡ 7:35 am

Milwaukee & Racine—Leave. †3:00 a. m., †7:00 a. m., *8:30 a. m., †11:30 a. m., †2:00 p. m., *3:00 p. m., p.m., *8:00 p. m., *11:00 p. m.; arrive, *7:35 a.m., †9:30 a.m., *10:05 a. m., *11:20 a. m., *1:15 p. m., †4:00 p. m., *6:15 p. m., *9:45 p. m.

Waukesha—Lv. †7:00 a. m., *8:30 a. m., *3:00 p. m., 5:00 p. m.; ar., *10:05 a. m., †1:15 p. m., †1 p. m., †6:15 p. m., *9:45 p. m.

Rockford and Freeport—Lv. †7:00 a. m., †10:15 a. m., †4:15 p. m., †11:30 p. m. Ar.—†10:30 a. m., †2:15 p. m., †5:55 p. m., †11:15 p. m.

*Daily. †Ex. Sun. ¶Ex. Mon. ‡Ex. Sat. ‖Sun only

CHICAGO, MILWAUKEE AND ST. PAUL RY City ticket office, 207 Clark-st. Telephone No. 2190 Main. Union Passenger Station, Canal, Adams and Madison-sts.

	Depart.	Arrive.
La Crosse, Winona, St. Paul and Minneapolis	† 8:30 am * 6:30 pm *10:30 pm	* 7:00 am * 9:30 am * 9:40 pm
Council Bluffs, Omaha and Sioux City	* 6:15 pm †10:35 pm	¶ 7:15 am * 9:40 am
Dubuque	† 6:15 pm	¶ 9:40 am
do	†10:35 pm	¶ 7:15 am
Cedar Rapids and Dubuque	† 1:00 pm	† 2:00 pm
Cedar Rapids and Kansas City	†10:35 pm	¶ 7:15 am
Northern Iowa, Southern Minnesota, and Central Dakota	‡ 6:15 pm † 8:00 pm †10:35 pm	* 7:15 am * 9:40 am * 7:15 am
Green Bay, Northern Wisconsin and Mich. Peninsula	†11:30 pm † 8:00 pm	* 7:00 am * 9:40 pm

Milwaukee, leave, *8:30 a. m., †11:30 a. m., †3:00 p. m., *6:30 p. m., *9:00 p. m., *10:30 p. m. Arrive, *7:00 a. m., *9:30 a. m., †11:20 a. m., †1:00 p. m., †3:15 p. m., *6:15 p. m., *9:40 p. m.
*Daily. †Daily except Sunday. ‡Daily except Saturday. ¶Daily except Monday.

ILLINOIS CENTRAL—ALL THROUGH TRAINS from Central Station, 12th st. and Park row. Trains for the south can also be taken from 22d-st., 39th-st., and Hyde Park Stations. Tickets at city office, 194 S. Clark-st., and at Auditorium Hotel.

	Leave.	Arrive.
N. Orleans Limited & Memphis	* 1:35 pm	* 5:00 pm
St. Louis Diamond Special	* 9:00 pm	* 7:35 am
St. Louis Day Train	* 8:30 am	* 5:00 pm
Springfield and Decatur	* 9:00 pm	* 7:35 am
New Orleans Fast Mail	* 3:00 am	*12:20 am
Chicago and Cairo	* 8:30 am	*10:25 am
Bloomington Passenger	† 4:35 pm	†10:25 am
Chicago & New Orleans Exp.	* 8:00 pm	* 7:35 am
Gilman and Kankakee	* 4:10 pm	*10:25 am
Rockford, Dubuque, Sioux City & Sioux Falls Fast Line	* 2:00 pm	* 1:10 pm
Rockf'd, Dubuque, Sioux City	a11:35 pm	* 6:50 am
Rockford Passenger	† 3:00 pm	†10:30 am
Rockford and Freeport	† 5:00 pm	†10:30 am
Rockford and Freeport Ex.	† 8:30 am	
Dubuque & Rockford Express		† 7:30 pm

aOn Saturday night runs to Dubuque only. *Daily. †Daily except Sunday.

CHICAGO & ALTON.—UNION PASSENGER STAtion, Canal-st., between Madison and Adams-sts. Ticket office 195 South Clark-st.

*Daily. †Daily except Sunday	Leave.	Arrive.
Pacific Vestibuled Express	† 2:00 pm	1:15 pm
Kansas City & Denver Limited	* 6:00 pm	9:45 am
Kansas City, Colorado & Utah	*11:30 pm	8:30 am
St. Louis Limited	*10:00 am	4:55 pm
St. Louis Palace Express	* 9:10 pm	7:30 am
Springfield & St. Louis Day Ex	† 8:30 am	7:00 pm
Springfield & St. Louis Night Ex	*11:30 pm	7:30 am
Joliet and Dwight Accom	* 5:00 pm	† 8:45 am

CHICAGO GREAT WESTERN RY. CO.—GRAND Central Station, Fifth-av. and Harrison-st. City office, Clark and Jackson-sts. (Phenix Bldg.)

*Daily. †Daily except Sunday.	Leave.	Arrive.
†St. Paul and Minneapolis	7:25 am	11:20 pm
†Iowa and Kansas Express	7:25 am	12:20 pm
*Sycamore and Byron	3:10 pm	10:20 am
†St. Charles and Sycamore	5:35 pm	7:50 am
*St. Paul and Minneapolis	6:30 pm	11:20 am
*Des M., St. Joe and Kansas City	6:00 pm	9:10 am

WISCONSIN CENTRAL LINES—*Daily. †Ex. Sun. xEx. Sat.

	Leave.	Arrive.
St. Paul, Minneapolis and Pacific Express	* 6:05 pm *11:30 pm	* 7:00 am * 9:50 am
Ashland and Duluth	* 6:05 pm	* 9:50 am
Ashland and Iron towns	x11:30pm	* 7:00 am
Chip. Falls and Eau Claire Ex.	* 8:30 am	† 9:15 pm
Waukesha Special	† 5:00 pm	† 9:15 am
Stevens Point Local	† 1:25 pm	† 2:15 pm
Waukesha Spl.. Sundays only	8:30 am	8:30 pm
Burlington Passenger	* 3:45 pm	*10 00 am

EASTERN.

MICHIGAN CENTRAL, NEW YORK CENTRAL and Boston and Albany railroads—"The Niagara Falls Route." Trains leave new Central Station on Lake-Front, foot of Park row, 22d-st., 39th-st., and Hyde Park. City Ticket Office, 67 Clark-st.

July 1, 1894.	Leave Chicago.	Arrive Chicago
Mail and Express	† 6:50 am	† 6:35 pm
Gr. Rapids Line via Kalamazoo & G. R. & I. R. R.	† 6:50 am	† 9:00 pm
Bay View and Gr. Rapids Line via New Buffalo and C. & W. M. Ry.	† 8:15 am	† 6:50 pm
New York & Boston Special	*10:30 am	* 2:00 pm
North Shore Limited	* 1:30 pm	* 4:30 pm
Fast Eastern Express	* 3:30 pm	* 9:00 pm
MackinawLine via Kalamazoo, Gr. Rapids & G. R. & I. R. R.	† 3:30 pm	‡ 7:10 am
Kalamazoo Accommodation	† 4:15 pm	†11:10 am
BayView Line via New Buffalo, Gr. Rapids, & C. & W. M. Ry.	† 5:00 pm	† 1:25 pm
Detroit Night Express	* 9:30 pm	* 7:10 am
Sag., Bay City & Detroit Line	* 9:30 pm	* 7:10 am
Atlantic Express	*11:30 pm	* 7:50 am
Grand Rapids Line via Kalamazoo and G. R. and I. R. R.	*11:30 pm	* 7:10 am
Gr. Rapids Solid Train via New Buffalo and C. and W. M. Ry.	*11:45 pm	* 6:45 am

*Daily. †Except Sunday. ‡Ex. Monday.

THE PENNSYLVANIA LINES. CHICAGO UNION PASSENGER STATION, Adams, Canal, and Madison streets. TICKET OFFICES at Station, at 248 South Clark Street, corner Jackson, and at Auditorium Hotel.

THROUGH TRAINS RUN AS FOLLOWS:
*Daily. †Daily except Sunday.

FROM CHICAGO TO	LEAVE.	ARRIVE.
Mansfield and Pittsburgh	† 7:30 am	* 8:00 am
Indianapolis and Louisville	* 8:30 am	* 5:45 pm
Dayton and Cincinnati	* 8:30 am	* 5:45 pm
The Keystone Express	*11:00 am	* 5:00 pm
Columbus and the East	*11:00 am	* 5:00 pm
Baltimore and Washington	*11:00 am	* 5:00 pm
Philadelphia and New York	*11:00 am	* 5:00 pm
Mansfield and Pittsburgh	* 3:15 pm	* 8:00 am
Baltimore and Washington	* 3:15 pm	* 9:00 pm
Philadelphia and New York	* 3:15 pm	* 9:00 pm
The Pennsylvania Limited	* 5:30 pm	* 9:00 am
Pittsburgh and Washington	* 5:30 pm	* 9:00 am
Philadelphia and New York	* 5:30 pm	* 9:00 am
Indianapolis and Louisville	* 8:20 pm	* 7:30 am
Dayton and Cincinnati	* 8:20 pm	* 7:30 am
Columbus and the East	* 8:20 pm	* 7:30 am
Youngstown and New Castle	*11:30 pm	* 9:00 pm
Pittsburgh and the East	*11:30 pm	* 9:00 pm

WABASH RAILROAD—TRAINS LEAVE FROM Dearborn Station, corner Polk and Dearborn sts. Ticket office, 201 Clark-st., 221 Michigan-av.

*Daily. †Ex. Sunday. ‡Ex. Mon.	Leave.	Arrive.
St. Louis & Peoria Limited	*10:50 am	* 5:30 pm
St. Louis & Texas Express	* 8:10 am	* 6:25 pm
Kansas City & Texas Express	† 2:32 pm	†12:35 pm
St. Louis & Peoria Vestibule Ex	* 9:00 pm	* 7:20 am
Forest Accommodation	* 4:35 pm	*10:10 am
Detroit, New York & Bos. Lim.	* 3:00 pm	*10:15 pm
Detroit, New York & Boston Ex	*10:30 pm	* 6:20 pm
Toronto & Montreal Express	* 3:00 pm	†10:50 am
Toronto & Montreal Local Ex.	*10:30 pm	* 7:15 am
Chicago & Detroit Local	* 8:32 am	* 5:57 pm

BALTIMORE AND OHIO—DEPOT GRAND CENtral Passenger Station. City office, 193 Clark.

No extra fares are charged on the B. and O. Limited trains.	Leave.	Arrive.
Local	† 6:05 am	† 6:40 pm
New York and Washington Vestibuled Express	*10:45 am	* 9:00 pm
New York, Washington, Pittsburg Vestibuled	* 3:00 pm	*11:05 am
Walkerton Accommodation	* 5:25 pm	† 9:45 am
Pittsburg, Cleveland, Wheeling and Columbus Ex.	* 6:45 pm	* 7:20 am

*Daily. †Except Sunday.

THE LAKE SHORE ROUTE, NEW YORK CENtral & Hudson River, Boston & Albany Railways.—Depot, Van Buren-st., opposite Board of Trade Block. Ticket offices—66 Clark-st., depot, and 22d-st.

‡Daily. *Ex. Sun. ‡Ex. Mon.	Leave.	Arrive.
Chicago and Buffalo Accom.	* 7:10 am	* 9:20 pm
Fast New York Mail	† 8:00 am	‡ 9:20 am
Chicago and Boston Special	†10:30 am	* 2:00 pm
Toledo Accommodation	* 3:10 pm	*10:30 am
Chicago & New York Limited	* 5:30 pm	* 9:50 am
New York & Boston Express	* 8:45 pm	* 7:35 am
New York Express	*10:45 pm	* 8:00 pm

ERIE LINES (CHICAGO AND ERIE RAILROAD)—Ticket offices 242 Clark-st., Grand Pacific Hotel and Dearborn Station, Polk-st., cor. Fourth-av.

*Daily. †Daily except Sundays.	Leave.	Arrive.
Marion Local	† 7:30 am	5:25 pm
New York and Boston	* 2:55 pm	7:10 pm
Jamestown and Buffalo	* 2:55 pm	7:10 pm
North Judson Accommodation	† 5:15 pm	9:40 am
New York and Boston	* 8:05 pm	7:10 am
Columbus and Norfolk, Va.	* 8:05 pm	7:25 am

NICKEL PLATE—THE NEW YORK, CHICAGO and St. Louis R. R. Depot, 12th-st. viaduct, corner Clark-st.

*Daily. †Daily except Sunday.	Leave.	Arrive.
Chi. & Cleveland Mail & Ex.	† 7:35 am	8:10 pm
New York and Boston Express	* 2:00 pm	9:35 am
New York and Boston Express	* 9:20 pm	8:00 am

For rates and sleeping car accommodations call on or address Henry Thorne, Ticket Agent, 199 Clark-st., Chicago, Ill.

MONON ROUTE—LOUISVILLE, NEW ALBANY and Chicago railway—Depot, Dearborn Station. Ticket offices, 232 Clark-st. Auditorium Hotel.

Trains.	Leave.	Arrive.
Indianapolis and Cincinnati	10:15 am	5:30 pm
Indianapolis and Cincinnati	8:32 pm	7:40 am
Lafayette and Louisville	8:32 pm	7:40 am
Lafayette and Louisville	8:15 am	6:00 pm
Lafayette Accommodation	3:23 pm	10:48 am

BIG FOUR ROUTE—DEPOTS, CENTRAL STAtion, 12th-st. and Park row, and 22d and 39th-sts. Ticket offices at 234 Clark-st. and Auditorium Hotel.

All trains daily.	Leave.	Arrive.
Cincinnati Day Express	9:00 am	5:30 pm
Lafayette and Indianapolis	9:00 am	5:30 pm
Cincinnati Night Express	8:30 pm	7:30 am
Lafayette and Indianapolis	8:30 pm	7:30 am

TIME TABLES.
STERN.
ntinued.
RTHWESTERN RAILWAY—
nd 208 Clark-st. Oakley-av.
er Wells and Kinzie-sts.
Leave. Arrive.
Ex. Mon. ‡Ex. Sat. §Sun only
KEE AND ST. PAUL R'Y
7 Clark-st. Telephone No.
ssenger Station, Canal, Adams
Depart. Arrive.
Sunday. ‡Daily except Sat.
Monday.
—ALL THROUGH TRAINS
on, 12th st. and Park row,
an also be taken from 22d-st.
ark Stations. Tickets at city
and at Auditorium Hotel.
Leave. Arrive.
ns to Dubuque only. *Daily.
—UNION PASSENGER STA-
ween Madison and Adams-sts.
n Clark-st.
t Sunday. Leave. Arrive.
WESTERN RY. CO.—GRAND
ifth-av. and Harrison-st. City
son-sts. (Phenix Bldg.)
pt Sunday. Leave. Arrive.
TRAL LINES—*Da. †Ex. Sun.
Leave. Arrive.
EASTERN.
TRAL NEW YORK CENTRAL
Albany railroads—"The Niagara
s leave new Central Station on
Park row, 22d-st., 39th-st., and
ket Office, 67 Clark-st.
Leave Chicago. Arrive Chicago

JUGGLERS OF RACES.

DRIVERS RAPP AND KISSELL QUARREL OVER SPOILS.

The Former Tells the Indianapolis Judges What He Declares to Be the Inside Facts of the 2:25 Pacing Race and Charges That Kissell Agreed To and Did Pull Dr. Manker for Grapeshot to Win—Coleridge, an Indiana Pacer, Makes a Sensational Mile.

INDIANAPOLIS, Ind., July 5.—[Special.]—A sensation was sprung on the Indianapolis Driving club this evening that reveals a rotten condition of things at the race-track perhaps unparalleled in any city in this country where trotting meetings are held. It has been an open secret here for a number of seasons that the races of the Indianapolis Driving club were often crooked. No action was taken to see that horses went according to form except now and then to change drivers. Today Charles Rapp of Zanesville, O., who won the 2:25 class pacing race Tuesday with Grapeshot, in an affidavit filed with the judges charges that Frederick Kissel, who drove Dr. Manker, agreed to pull Dr. Manker and let Grapeshot win on condition that he and Rapp should divide first and second money. The affidavit was the result of Kissel bringing suit before Justice Culbertson to collect from Rapp $62.50, Kissel's share of first money in the race mentioned, first money being $250 and second $125, in order to make an equal division of the $375. The board held a trial at the Grand Hotel tonight, but did not report what action would be taken. A thorough investigation will be made. A number of other races and several prominent horsemen, who, it is claimed, have notoriously juggled with the judges and public here, will probably be expelled.

The sensation at the Driving club races today was the performance of Coleridge in the 2:50 pace. He took the second heat in 2:11¼, lowered his record eight seconds, and broke all 2:50 class records. He is owned by F. D. Custer of Logansport and is expected to get into the crack free-for-all list inside of a month. The summaries:

2:50 class, pacing, purse $500:
Coleridge, b. h., by C. F. Clay (Custer) 3 1 1 1
American Lad (Shank) 1 4 8 3
Whitcomb Riley (Marvin) 6 3 2 2
Green Lit (Reed) 5 2 4 8
Sidmont (Sanders) 2 6 9 7
Emily W. (Bogash) 7 5 3 5
Warren C. (Fry) 10 7 5 4
Gamrose (Barnett) 9 8 6 6
Sterling R. Holt (McLaughlin) 8 10 7 9
Prestora Wilkes (Houston) 4 9 10dr.
Mattie G. (Gosnell) 11 dis.
Time—2:17¼; 2:11¼; 2:19¼; 2:15.

2:20 class, trotting, purse $500:
Graydon, g. h., by Hambrino (Walker) 2 1 1 1
Wistful (Fuller) 1 2 2 3
Seaside (Patterson) 5 4 3 2
Magnetta (Houston) 4 3 4 4
Lasalla (Pigman) dis
Time—2:17¼; 2:19¼; 2:17¼; 2:20.

2:16 class, pacing, purse $500:
Bourbon Patchen, ch. h., by Bourbon Wilkes (Hensley) 1 1 1
Venture (Marvin) 2 2 5
Frank Agan (C. N. Dickerson) 4 6 2
Daisy S. (Sutton) 3 3 4
Floral Boy (Crody) 5 4 3
Dr. Snyder (Kissell) 6 5dis
Time—2:12¼; 2:15; 2:14¼.

CEPHAS, HEAVILY BACKED, WINS.

Eastern Harness Race Plungers Play and Score on a Real Good Thing.

BOSTON, Mass., July 5.—[Special.]—This was a harvest day for the favorites at Franklin Park. In the 2:19 trot Cephas sold at such odds it was evident everything was made air-tight for him. Both Fred Wilkes and Merry Bird were known to be fast, but the money poured in on Cephas till the gudgeons had ceased to bite. Fred Wilkes made the best showing against the favorite, chasing him out in 2:18¼ for the second heat, a slight reduction in the mark Cephas scored last season. Merry Bird had plenty of brush, but his breaks left him far behind in every mile.

The 2:24 pace started with Walter Roberts a hot favorite and he gathered in two heats with so little opposition that the judges grew suspicious. They put new drivers behind Helen and Jed Davis, but this only postponed Walter Roberts' victory for one heat. He made a break in the third mile which enabled Helen to get home first, but the gray side wheeler stepped away from the mare on the upper turn in the fourth heat and finished so strong in 2:20 that it was evident he had been only playing before.

There was only time for two heats of the 2:28 pace before 7 o'clock, the hour set for stopping, and it goes over to Friday. Abeto, a big mare from California, won both easily, reducing her record to 2:21¼ in the first mile. The summaries:

2:24 class, pacing, purse $600:
Walter Roberts, g. g., breeding untraced (Moore) 1 1 4 1
Helen, b. m., by Melbourne King (Locke and Palmer) 2 2 1 2
Jed Davis, ch. s. (Wilson and McCoy) 3 3 2 3
O. O. Taylor, b. g. (Hicks) 6 5 3 4
Rhea, g. m. (Abbott) 4 4 5 5
Lady Westmont, b. m. (Perry) 5 6 6dr
Time—2:21¼; 2:21¼; 2:21¼; 2:20.

2:19 class, trotting, purse $600:
Cephas, b. s., by Cyril, Molly Matchless by Matchless (Cheney) 1 1 1
Fred Wilkes, b. g. (Johnson) 2 2 2
Emma E., b. m. (Palmer) 3 4 3
Merry Bird, br. s. (Bowen) 4 3 4
Mary Mc, b. m. (Wilson) dis
Time—2:18¼; 2:18¼; 2:19¼.

2:28 class pacing, purse $600 (unfinished):
Abeto, b. m., by Woolsey (Isabell) 1 1
Alcedo, ch. g. (Dore) 3 2
Kentucky Star, b. g. (Sheridan) 2 6
Lady Logan, ch. m. (Wilson) 4 3
Donne, ch. c. (Durland) 6 4
Prince Albert, b. g. (Abbott) 5 7
Chief Scott, b. s. (Riley) 8 5
Capt. Turney, b. g. (Titer) 7 9
Eagle Lake, br. m. (Swan and Demarest) 9 8
Time—2:21¼; 2:26¼.

DOT L. WINS THE LA PORTE RACE.

It Took Two Heats for the Mare to Conquer—Red Bell's Record.

LA PORTE, Ind., July 5.—[Special.]—Fifteen hundred people witnessed the concluding races of the La Porte Driving Association today. Weather fine, track fast, and meeting a success from a racing standpoint. The association will be a little short financially, but, notwithstanding, the purses were paid in full. In the third heat of the free-for-all pace Red Bell equaled the track record of 2:19¼. The summaries:

Free for all, trotting, purse $300:
Dot L., blk. m., by Abdamed Allen (Lower) 1 1 3 3 3 2 1
Hab, br. m., by Defiance (Selleck) 5 3 1 1 2 3 3
Herodock, ch. h., by Matterhorn (West) 2 2 2 2 1 1 2
Belford, g. h., by Woodford Pilot (Cox) 3 4 5 4 4 dr
Red Star, b. h., by Red Wilkes (Travis) 4 5 4 5 dr
Time—2:24¼; 2:24; 2:25¼; 2:27¼; 2:28; 2:23¼; 2:24.

3:00 class, trotting, purse $300:
Prairie Boy, b. h., by Lucas Brodhead (Cram) 4 3 1 1 1
Dexter L., g. g., by Abdamed Allen (Lower) 1 1 3 3 2
Accidental, b. g., by Son of Lucas Brodhead (Loshbough) 3 2 2 2 3
Judie, b. g., by Jalisco (Meredith) 2 4 dis
Anthony, ch. h., by Anthony Wayne (Mason) 5 5 dr
Time—2:35; 2:37¼; 2:35¼; 2:38¼; 2:38.

2:35 class, pacing, purse $300:
Antidote, br. h., by Anteros (Wilson) 2 1 1 1
Nordeck, b. g., by Basset (Mason) 1 dr.
Tony Hill, b. h., by Boston Wilkes (Loshbough) 3 2 2 2
Kansas, blk. g., by Legal Tender (Selleck) 4 dis.
Silver Tip, g., untraced (Meredith) dis.
Wapello Wilkes, b. h., by Durbaines Wilkes (Robison) dis.
Time—2:30; 2:27; 2:31; 2:31.

Free-for-all pacing, purse $300:
Red Bell, ch. h., by Red Wilkes (Fleming) 6 1 1 1
Walter Wilton, b. g., by Wilton (Beardslee) 1 6 3 2
Harry C., b. h., by Comus (Thompson) 5 2 2 3
Seesaw, b. h., by Lucas Brodhead (Sommerfeld) 2 3 dis
Sunrise, b. g., by Capt. Bogardus (Quinn) 3 4 dis
Harpeth, b. g., by Wedgewood (Bradley) 4 5 dis
Time—2:23¼; 2:21½; 2:19½; 2:21.

OSHKOSH RECORDS BROKEN.

Prince T. Lowers the Mark for the Oshkosh Track to 2:15¾.

OSHKOSH, Wis., July 5.—[Special.]—The track record was broken today by Prince T., in the 2:16 pace, being reduced from 2:17 to 2:15¾. The attendance was 1,000. The summary:

2:32 class, trotting, purse $400.
Ice Cream (Richars) 3 1 1 1
Edith Gard (Chandler) 1 2 2 4
King Swigert (Body) 2 5 3 2
Mark W. (Wormley) 5 4 4 3
Jay Zell (Little) 4 3 5dis
Time—2:30¼; 2:29¼; 2:30; 2:26.

2:20 class, trotting, purse $800:
Sunrise Prince (Cartler) 1 1 1
Mollie Sprague (Best) 2 2 2
Belle Ure (Sherman) 4 3 3
Waterloo Girl (Niles) 3 9 7
Vidette (Langley) 5 4 5
Chantward (Chandler) 8 5 4
Prime (Buell) 6 7 8
May Douglass (Rowell) 7 6 6
Yernala (Heyland) 9 8 9
Time—2:20¼; 2:19¼; 2:21¼.

2:16 class, pacing, purse $500:
Prince T. (Kennedy) 1 1 1
Shawhan (Hubbard) 2 2 2
Susie G. (Higby) 3 3 4
Kittie C. (Hitchcock) 5 4 3
Belle Acton (Chandler) 4 dis.
Time—2:15¾; 2:16½; 2:18.

SILURIAN WINS AT LEXINGTON.

Day's Racing Marked by Good Time and Victories for Favorites.

LEXINGTON, Ky., July 5.—[Special.]—This was the second day of the Kentucky Trotting Horse Breeders' Association's midsummer meeting, and the attendance was again large. The track was fast and the sport good. The 3-year-old trot was the contest of the day. Silurian, a colt by Wilton, dam Silhouette, a full brother to Silicon, was favorite and won after losing the first three heats, two of which went to Pawling and one to Baron Crisp. Red Pointer has been sold to John J Abbott of Gallipolis, O., for $800. The summaries:

2:28 class, trotting, purse $400:
Claymore, b. g., by King Clay (Mevey) 1 1 1
Wilton, b. g. (D. Thomas) 3 2 2
Egg Nogg, blk. h. (W. McElwain) 2 7 7
Douglas, b. h. (J. H. Thayer) 4 3 5
Bennetta, ch. g. (Macey) 7 4 3
Olma, b. g. (C. Davis) 5 5 4
Edna M., b. m. (J. F. Payne) 6 6 6
Laputa, blk. h. (W. Titus) 8 8 8
Time—2:19; 2:19¼; 2:17¼.

2:25 class, pacing, purse $300.
Miller Ward, b. h., by Bourbon Wilkes (F. Lair) 1 1 1
Fitter, b. m. (C. Davis) 3 2 3
Whirligig, b. f. (D. Thomas) 5 3 2
Royal Last, b. g. (J. F. Payne) 6 5 4
Judge A., Bettie Battalle, Luby, and Windsoria distanced.
Time—2:19¼; 2:16½; 2:18¾.

Three-year-olds, trotting, purse $400:
Silurian, b. f., by Wilton (G. Bowerman) 2 2 5 1 1 1
Pawling, ch. c., by Colonel Kip (C. Beachy) 1 1 2 3 4 3
Baron Crisp, b. c., by Baron Wilkes (B. Curry) 4 4 1 2 2 2
Vanleer, b. c., by Vasco (J. F. Payne) 3 3 4 4 ro
Red Pointer, gr. g. (F. McVey) 5 6 3 6 ro
Dentine, r. g. (D. Thomas) 6 5 6 dr
Manor, br. c. (H. Traynor) dis
Time—2:21¼; 2:22¼; 2:24; 2:28; 2:38¼.

SENSATIONAL SPEED AT WINDSOR.

Rubinstein Downs the Talent and Goes in 2:09¼ in the 2:28 Pace.

WINDSOR, Ont., July 5.—[Special.]—All Canada dropped good money today backing Lord Ferguson to win the 2:28 class pace. Rubinstein was known to be fast, but was not much feared because he is only 4 years old and the season is young. Rubinstein won in straight heats, cutting the time down to 2:09¼ in the second heat. In the last heat, crowded, he made the first quarter at 2:03 clip and the second at a 2:04 gait. He is entered in stake events aggregating $28,000, all slow classes. The summaries:

2:24 class, pacing, purse $800:
Walnut Bud, b. m., by Broad Walnut (Hall) 5 2 1 1 1
Dick Smith, br. g. (Collins) 4 1 3 2 2
Totsie D., ch. m. (Jersey) 1 4 2 3 3
Billy Mack, gr. g. (Markham) 2 3 6 3 4
Col. Louis, b. h. (Burlingham) 3 5 4 dis
Cut Diamond, ch. h. (Newton) 6 6 5 dis
Senate, br. s. (Fillas) dis
Time—2:21; 2:19¼; 2:22¼; 2:16¼; 2:21.

2:16 class, trotting, purse $800:
Shadeland Delmonia, b. m., by Young Jim (McDonald) 5 1 3 1 1
Dandy Jim, gr. g. (Slim) 1 2 1 5 5
Ryswood, b. h. (Dwyer) 2 4 2 2 2
Fides Stanton, ch. h. (H. James) 3 3 5 3 4
Wilkes, b. g. (Clark) 4 5 4 4 3
Time—2:15¼; 2:15¼; 2:17¼; 2:15; 2:17¼.

2:28 class, pacing, stake $1,000:
Rubinstein, b. h., by Baron Wilkes (M. Laird) 1 1 1
Jo He, ch. g. (Slim) 2 5 2
Lord Ferguson, br. h. (H. James) 4 2 3
Palmetto, br. h. (Kelly) 3 3 4
Simmons, br. h. (Barnes) 5 4dis
Little Fred, ch. h. (St. Louis) 6 dis
Barney C., b. g. (Sinclair) dis
Time—2:11¼; 2:09¼; 2:10½.

Free-for-all pacing, purse $800:
Vassar, by Vatican, r. h. (Moloney) 1 1 1
Guy, gr. h. (Currie) 2 2 2
Lucile H., b. m. (W. K. Smith) 3 3 3
Dr. M., b. h. (Crosby) 4 4 4
Annie E., br. m. (Haviland) 5 5 5
Willard M., b. g. (Baldwin) dis
Dick Wells, b. g. (McDonald) dis
Time—2:09¼; 2:09½; 2:13¼.

2:24 class, trotting (unfinished), purse $800:
S. W. Bennett, b. h., by Pilot Medium 1 1 2 6
Fred Wilkes, b. h. (Laird) 3 3 1 1
Bohemian Boy, b. g. (Haynes) 2 2 4 2
Tom Thorn, ch. h. (Burnett) 8 6 3 3
Van Deen, b. h. (Edwards) 5 4 5 5
Jack Spratt, b. g. (Glasco) 4 5 7 7
King Nasir, b. h. (Moloney) 7 8 6 4
Wild Crocus, br. m. (Sinclair) 6 7 8 dr
Time—2:19¼; 2:19¼; 2:21½; 2:23.

Three Good Races at Portland, Me.

PORTLAND, Me., July 5.—[Special.]—Splendid weather and a perfect track continued at the second day's racing at Rigby Park. The feature of the day was the capture of the 2:15 race by Early Bird, after Lightning had taken the first heat in the fastest time of the race. In the fourth heat of the 2:30 C. H. Nelson surrendered the reins of Parker to Tom Marsh, but without change of that horse's standing. The summaries:

2:15 class, trotting, purse $500:
Early Bird, ro. h., by Jay Bird (George Dustin) 2 1 1 1
Lightning, c. m. (J. H. Nay) 1 2 3 3
Thetis, c. m. (Jerry O'Neil) 3 3 2 2
Time—2:13¼; 2:25¼; 2:15¼; 2:16¼.

2:30 class, pacing, purse $300:
Maria Theresa, b. m., by Hambletonian (G. M. Conley) 1 6 1 1
Checo, b. g. (J. Swan) 5 1 3 3
Parker, ch. s. (C. H. Nelson) 2 2 2 2
Capt. Creesy (Jack Sullivan) 3 3 6 4
Clara T., b. m. (Henry Goodwin) 4 5 4 6
Glendale, b. h. (C. K. Richards) 6 4 5 5
Time—2:24¼; 2:21¼; 2:23¼; 2:24¼; 2:27¼.

2:27 class, trotting, purse $300:
Donald, blk. h., by George Wilkes Jr. (Dodge) 1 1 1
Gene Briggs, br. h. (T. H. Briggs) 3 2 2
Eunice, blk. m. (J. M. Galvin) 2 3 3
Harold (Ira Woodbury) 4 5 4
Amber, b. m. (C. H. Nelson) 5 4 5
Allandorf, ch. h. (Ed Fisher) dis
Time—2:20¼; 2:19¼; 2:20.

Well-Contested Races at Jefferson, O.

JEFFERSON, O., July 5.—[Special.]—There was a good attendance and fair racing at the track here today. The summaries:

Two-year-olds, trotting.
Aletto 3 1 1
Lulu M 1 2 2
Elveima 2 3 3
Time—3:10¼; 3:07; 3:03¼.

2:35 class, trotting:
Gipsy Belle 2 1 1 4 1
Clara Wilkes 1 2 6 1 2
Allie Boy 3 3 2 5 4
T. S. Harrison 6 5 4 3 3
Shiloh 5 4 5 6 5
Charles M. 4 6 3 2 dr
Nellie Bly 7 dis.
Time—2:30; 2:28; 2:31; 2:29; 2:28¼.

3:00 class, trotting:
Zerebul 3 1 2 1 1
Cap 1 2 1 2 2
Alice Wilkes 4 3 3 3ds
Crosby Wilkes 5 4 3 4ds
Lotta R. 2 5 dis.
Time—2:39¼; 2:39¼; 2:35¼; 2:35¼; 2:36.

2:40 class, pacing:
Theodore 1 1 1
Bokhara 2 2 2
Gray Fannie 4 3 3
Nellie Gray 3 4 4
Orson K. 5 dis.
Walnut dis.
Time—2:31; 2:24½; 2:27½.

Fastest Time of the Week at Peoria.

PEORIA, Ill., July 5.—[Special.]—There was a large attendance at the races today, and the fastest time of the week was made. In the unfinished 2:40 trot for 3-year-olds Sam Estes won the third heat and race; Alta M., second; Flavel F., third, and Willis Phelps, fourth. Time, 2:30. The summary:

2:37 class, trotting, purse $500:
Reno, ch. h., by Captain (Terwilliger) 1 1 1
Dr. B., ch. g. (Harrington) 5 2 2
Fay, c. h. (McKean) 7 3 3
Rustic Lady, b. m. (Massey) 2 7 6
Bertha D., blk. m. (Marvel) 3 4 5
Amariah Gift, br. h. (Caldwell) 6 5 4
Lenore Moody, blk. m. (Balfour) 4 6 7
Time—2:28¼; 2:28¼; 2:28¼.

2:35 class, pacing, purse $500:
Waymart, b. h., by Waymark (Squires) 2 1 1 1
Georgie H., ch. m. (Johnson) 1 2 2 2
Rossdile, ch. h. (Richmond) 3 3 4 4
Preluded, br. m. (Haynes) 6 4 3 3
Joe Nelson, Robin, Longbroke, Emma P., Excelence, Menegain, and Phenol, distanced.
Time—2:16¼; 2:15¼; 2:22; 2:25¼.

Free-for-all, trotting, purse $500:
Joe Wonder, b. g., by Bonnie Richards (Morgan) 1 1 1
Olivette, b. m. (Lyle) 2 3 2
Minnie P., b. m. (Potts) 4 2 3
Judd's Baby, ch. m. (Johnson) 3 4 4
Time—2:25; 2:25¼; 2:22¼.

Trotting on the Bay City Track.

BAY CITY, Mich., July 5.—[Special.]—Today's races were by far the most exciting of the meeting. In the 2:15 class, trotting, after Racine had won two heats, Red Line took the next two easily. Racine however came to the front in the fifth heat with Red Line a good second. The time was slow. The Consolation race, 2:24 class, pacing, was another hotly contested affair. Oscar B. took the first two heats without much trouble, but couldn't keep up the pace, and Daisy D. came under the wire first in the next three heats. The talent were badly dumped on this race.

2:40 class, trotting, purse $300:
Baker, b. g., by Spinx—Sutherland 1 1 1
Lila Turner, br. m. 2 3 2
Velle V., b. m. 4 4 4
McKinley dis.
Time—2:29¼; 2:28¼; 2:28¼.

2:15 class, trotting, purse $500:
Racine, g. g., by Pilot—Medium (Canton) 1 1 2 2 1
Red Line, b. h. 2 2 1 1 2
Wonder D., g. 4 3 3 3 3
Miss Nelson, b. m. 3 4 dis.
Time—2:19½; 2:20¼; 2:19; 2:20; 2:21.

2:24 class, pacing, Consolation Stakes, $200:
Daisy D., blk. m., by Bob Lee (Lewis) 2 2 1 1 1
Oscar B., b. h. 1 1 2 2 2
Panama Maid, ch. m. 3 3 2 3dr
Molly Hooper, b. m. 4 dis.
Time—2:22; 2:20¼; 2:25½; 2:26¼; 2:35¼.

Favorites Win at Hawarden, Ia.

HAWARDEN, Ia., July 5.—[Special.]—The attendance on the third day's races was good. Both winners in the trotting and pacing events had an easy time of it. The track about four seconds slow. Fidol made the last half of the third heat of the pace in 1:06½, and the last quarter in :32½. The summaries:

2:37 class, trotting, purse $400:
Troublesome, c. g., by Burnback (Covey) 1 1 1
Col. Taylor, b. g., by MacHamb (Gilman) 2 2 2
Richard B., b. g., sire unknown (Delier) 3 4 3
Betsy C., b. m., by Mohawk Hamb (Mettler) 4 3 4
Time—2:27¼; 2:25¼; 2:27¼.

Free for all pacing, purse $400:
Fidol, b. h., by Idol 44 (Rivenberg) 1 1 1
Otho W., b. h., by Debin (Clark) 2 2 2
Webber Wilkes, b. h., by Penrose (Alexander) 3 3 3
Time—2:16; 2:16¼; 2:14¼.

Slow Time Made at Carlinville.

CARLINVILLE, Ill., July 5.—[Special.]—The third day's races today were well attended. The events were full of interest and hotly contested. The track was fast. The summaries:

3:00 class, trotting, purse $200:
Billy Holmes, b. h. 1 1 1
Guy Lambert, b. h. 3 2 2
Princess Medium, g. m. 2 7 3
Victor Lubins, b. s. 6 3 4
Pearl C., ro. f. 4 5 5
Maj. Leonard, b. g. 7 4 6
Southern Lily 5 6 ds
Time—2:36¼; 2:30; 2:29¼.

2:29 class, pacing, purse $150:
Wesley R., b. g. 1 1 1
Paul Clifton, b. f. 3 2 2
Jubalo, b. h. 2 3 4
Denver Boy, b. h. 4 4 3
Time—2:30; 2:26½; 2:29¼.

Three Good Races at Cleveland.

CLEVELAND, O., July 5.—[Special.]—The races at Longview this afternoon were excellent and the track record was broken five seconds in the free-for-all pacing race. There was a good attendance and betting was heavy. The 2:35 trotting race was divided and the two divisions both made good races. The first division was not finished when darkness settled over the track. The summaries:

2:35 class, trotting, purse $300, unfinished:
Shillaley, blk. g., John Forbes 2 1 1 2 3 2
Lady Powell, c. m. 5 5 5 1 1 3
Emerson King, blk. h. 1 4 2 3 4 1
MacDuff, b. g. 3 2 3 4 2
Woodbine Wilkes, b. g. 4 3 4 5 dr
Ypsilanti, blk. h. 7 6 dr
Yarston, ch. g. 6 dis
Arwood, b. g. dis
Time—2:27¼; 2:28¼; 2:28¼; 2:28¼; 2:28¼; 2:31.

2:35 class, trotting, purse $300:
Patroness, b. m., by Patron, C. F. Emery 3 1 2 1 1
Loretta, ch. m. 4 2 1 2 8
Tommy Davis, b. g. 1 9 5 3 4
Louis R., b. g. 2 3 8 5 5
Pirate Boy, b. h. 8 5 3 4 3
Daisy S., ch. m. 6 4 7 6 7
Harry G., b. g. 7 8 6 8 2
Clint Wilkes, ch. h. 9 6 9 9 6
Minetto, br. h. 5 7 4 7dr.
Time—2:31¼; 2:31; 2:30; 2:31¼; 2:27¼.

Free-for-all pacing, purse $800:
Crawford, b. h., by Favorite Wilkes, R. A. Stratton 1 1 1
Maud Adair, b. m. 2 2 2
Isabella, ch. m. 3 3 3
Time—2:15; 2:17¼; 2:19¼.

Favorites Win at Binghamton.

BINGHAMTON, N. Y., July 5.—[Special.]—The races at Stow Park today proved disappointing. The favorites had everything their own way. The track was in excellent condition, but the time was slow. The summaries:

2:30 class, trotting, purse $500:
Roseline, br. m., by Red Wilkes 1 1 1
Tillie May, b. m. 3 2 2
John C., b. g. 2 3 3
April Wood, b. g. 5 5 5
Ray S., rn. g. 4 4 6
Antecedent, gr. h. 7 7 4
Favor Wilkes, b. h. 8 6 7
Lottie, b. m. 6 dis.
Time—2:27¼; 2:25; 2:25.

2:29 class, pacing, purse $500:
Allegra, blk. m., by Almonarch 2 1 1 1
Sleepy Frank, b. g. 3 3 2 2
Thistle Dolly, blk. m. 4 5 4 3
Dick Thomas, b. g. 5 4 3 4
Hettie Hood, b. m. 1 2 5 d
Time—2:24¼; 2:25; 2:25½; 2:26¼.

2:24 class, trotting, purse $500:
Minnie G., r. m., by Jay Bird 1 1 1
Billy C., br. g. 4 2 2
Senator K., g. g. 3 3 3
Gladys, b. m. 2 dis
Time—2:22; 2:20; 2:19¼.

Princess Eulalia's Good Race.

MINNEAPOLIS, Minn., July 5.—[Special.]—There were but two races on the program at Minnehaha Park today, and although won in straight heats were well contested. Showers just before the time for calling the first race rendered the track a trifle heavy. The summaries:

3:00 class, pacing, 3-year-olds and under, purse $500:
Princess Eulalia, b. f., by Imperial Wilkes (Wilson) 1 1 1
Sphyxetta, b. m. (Spear) 2 2 2
Feura, br. m. (Colby) 3 3 3
Jessiana, bl. f. (Seeley) 4 4 4
Time—2:21¼; 2:20; 2:21¼.

2:21 trotting, stake $1,000:
Milton, b. g., by Hickory Jr. (Colby) 1 1 1
Kate Phallmont, br. m. (Chattuck) 4 2 5
Maggie Wright, ch. m. (Haskins) 2 3 2
Elfinwood, ch. s. (Slaughter) 3 4 4
Belinda, br. m. (Carnathan) 5 5 3
Billie Gaines, br. g. (Wheat) 8 6 6
King Princeps, b. s. (Kimberly) 6 dis
G. B., b. g. (Hawkins) 7 dr
Time—2:21¼; 2:20½; 2:20¼.

TROTTING ON MINOR RACE TRACKS.

Harness Races Hold Forth in Many Points About the Country.

DAYTON, O., July 5.—[Special.]—The races today were not unusually interesting, with the exception of the third, in the 2:29 trot. Proctor W. won the first two heats, with Moses, driven by Brown, pushing him closely. In the third heat Moses got the lead at the third quarter and won by half a length. The next two heats Moses also won. The summary:

2:50 class, pacing—Sir Edwin Arnold won, Brookfield second, Ellen C. third, Orlean fourth. Time—2:26¼; 2:20¼; 2:25½; 2:22¼.

2:40 class, trotting—Elsinore won, Walter King second, Marchioness third, Pierwood fourth. Time—2:32¼; 2:31¼; 2:32½; 2:28¼.

2:29 class, trotting, purse $400—Moses won, Proctor W. second, Fred Wilkes third, Red Cedar fourth, Alma fifth, Brogan sixth, Cardinal seventh, Fontonelle eighth. Time—2:28¼; 2:28¼; 2:29¼; 2:26; 2:28.

ALBION, Mich., July 5.—[Special.]—In the 3-year-old trotting or pacing Clifton Star won; Latimer, second; Cara T., third. Best time, 2:33¼. In the 2:41 trotting Arthur Wilkes won; Barolite, second; Harry H., third. Best time, 2:34¼. In the free for all trotting Silver Cloud won; Tony D., second; Lucy M., third. Best time, 2:27½.

CHICAGO RIDERS TAKE THE PLUMS.

Win Almost Every Race in the List, Besides Seconds and Thirds.

QUINCY, Ill., July 5.—[Special.]—Chicago men got the lion's share in the bicycle races at Baldwin Park today. Ten races were run, ending the annual meet of the Illinois division of the league. The summary:

One mile handicap, Adams County riders—N. B. Taylor won, William Vaughn second, F. W. Jansen third. Time, 2:37.

Half mile handicap—E. W. Ballard, Chicago, won; W. C. Wicke, St. Louis, second; T. S. Todhunter, Peoria, third. Time, 1:09 4-5.

Illinois Division championship, ½ mile—W. C. Anderson, Chicago, won; C. D. Cutting, Peoria, second; A. W. Cleaver, Chicago, third. Time, 1:13.

One mile, open—A. D. Herriman, Chicago, won; J. J. Bezenek, Chicago, second; C. W. Swanson, Elgin third. Time, 2:47 2-5.

Quarter mile, open—W. J. Anderson, Chicago, won; Burt Refine, Galesburg, second; C. W. Cleaver, Chicago, third. Time, :34 3-5.

Half mile, open—A. W. Cleaver, Chicago, won; A. D. Herriman, Chicago, second; W. J. Anderson, Chicago, third. Time, 1:11 2-5.

Five mile, Illinois Division championship, two starters—W. J. Anderson, Chicago, won; J. J. Bezenek, Chicago, second. Time, 14:16.

One mile, open—E. W. Ballard, Chicago, won; James Levy, Chicago, second; R. J. Leacock, Chicago, third. Time, 2:31.

One mile, handicap—A. P. Hard, Aurora, won; G. E. Wilkenson, Elgin, second; A. D. Herriman, Chicago, third; J. J. Bezenek, Chicago, fourth. Time, 2:26 2-5.

SPEED SHOWN AT RICHMOND.

Sanger Does a Half in 1:02 4-5 and W. T. Bonfield a Mile in 2:13 3-5.

RICHMOND, Ind., July 5.—[Special.]—The race meeting of the Indiana Division, League of American Wheelmen, closed today. The summaries:

Half-mile, Indiana Division, L. A. W., championship, Class A—Walter Marmon, Indianapolis, won. Time, 1:07 3-5.

Quarter-mile, open, Class B—H. C. Tyler, Springfield, Mass., won. Time, 0:31.

One mile, open, Class A—A. E. Brown, Cleveland, O., won. Time, 2:19.

Half mile, open, Class B—W. C. Sanger, Milwaukee, won. Time, 1:02 4-5.

Half mile, heats, Class A—A. E. Brown, Cleveland, O., won. Time, 1:11 1-5.

One mile, open, Class B—W. C. Sanger, won. Time, 2:19 4-5.

One mile, Indiana Division L. A. W. championship, Class A—W. T. Bonfield, Indianapolis, won. Time, 2:13 3-5.

Two-mile handicap, Class B—E. V. Miner, Indianapolis, won. Time, 4:49.

Two-mile, Indiana Division, L. A. W. championship, Class A—W. T. Bonfield, Indianapolis, won. Time, 5:26 4-5.

A State tandem half-mile record of 1:00 4-5 was established by Black and Peltier, Fort Wayne.

Close of Nebraska L. A. W. Meet.

KEARNEY, Neb., July 5.—[Special.]—The second closing day's races of the fourth annual meet of the L. A. W., Nebraska division, occurred today. The races were better than yesterday. The regular track racing record was 2:27, and the event of the day was a mile heat against time to lower the record. Coulter of Toledo, O., cut it to 2:20½. The summary:

One mile, novice—McBride, Lincoln, won. Time, 2:37 3-5. Spafford, Kearney, second.

Kearney Cycling club, 2-mile championship—Pierce won. Time, 6:24. Collins second, Lambert third.

Half mile, Nebraska L. A. W. championship—Frederickson, Fremont, won. Time, 1:15. Pixley, Omaha, second.

Two-mile, open—Proulx, Omaha, won. Time, 5:20. Collins, Kearney, second.

Two-mile Nebraska championship—Frederickson won. Time, 7:17. Pixley, Omaha, second.

One mile, open, 2:50 class—Proulx, Omaha, won. Time, 2:39. Collins, Kearney, second.

Five-mile relay between Omaha and Kearney—Omaha won. Time, 15:15.

One mile, open, Class B—Coulter, Toledo, O., won. Time, 2:07 1-5. Boles, Denver, second.

Two mile, open, Class B—McGuire, Denver, won. Time, 5:15. Condon, Omaha, second.

Half mile, open, Class B—Boles, Denver, won. Time, 1:15 4-5. Himstreet, Denver, second.

One mile, Class B—Gerwing, Denver, won. 2:46. McGuire, Denver, second.

Wheelmen Race at Port Huron.

PORT HURON, Mich., July 5.—[Special.]—The race meet of Michigan Division L. A. W. finished today with better races than yesterday; track in poor condition, being badly broken at the turns. Attendance small, owing to strikes. The summary:

Quarter mile State championship—Cooper, Detroit, won; Stueber, Detroit, second; Flansburg, Kalamazoo, third. Time, 35 2-5.

One mile, for State record, Class B—Johnson won; Steele, Chicago, second; Evans, Lansing, third. Time, 2:39.

Five mile handicap, Class A—Loughead, Sarnia, won; Morris, Vassar, second, 150 yards; Taylor, Detroit, third, 300 yards. Time, 14:47.

Two-mile handicap, Class B—Evans, Lansing, won, Bortree second. Time, 5:38¼.

Half mile, State championship—Cooper won, Stueber second, Patterson third. Time, 1:15 3-5.

Quarter mile, Class, B, heats—Johnson 8 points, Steele 6 points. Time, :37 1-5; :38 3-5.

Mile handicap, open to St. Clair County—Lester Bowler won. Time, 2:40 2-5.

Quarter mile, flying start, Class A—Cooper won, Stueber second, McLeod third. Time, :33 4-5.

Oxford Men to Meet Yale.

LONDON, July 5.—The personnel of the Oxford team against which Yale will have to compete in the coming international events is as follows:

100-yard dash, G. Jordan and C. B. Fry; 440-yard run, Jordan and H. Sykes; half mile, W. H. Greenhowe, M Rathbone, or W. H. Hallowes; one mile, Greenhowe and G. M. Hilliard; hurdle race, W. J. Oakley and T. G. Scott; high jump, E. Swanwick and G. A. Gardiner or Fry; broad jump, Fry and Oakley; putting sixteen-pound shot, A. F. Malling and D. H. Eddy; throwing hammer, C. S. Robertson.

The Oxford team is now in training at Brighton.

Sea and Mountain.

Sea air is better than mountain air for children and old people.

LANDS THE SPINDRIFT

HENRY OF NAVARRE MEETS AND EASILY BEATS DORIAN.

The Handicappers Stood by Their Figures, Played Rogers' Colt, and Made a Price Against Navarre, Who Won as He Chose—Reiff, Gutta Percha, Candelabra, Herald, and Live Oak Win the Other Events of an Off Day at Sheepshead—Friday's Races and Entries.

NEW YORK, July 5.—[Special.]—Four second choices, one favorite, and one outsider divided up a poor card at Sheepshead this afternoon. The weather was delightful and the track fast.

The solitary stake feature was the Spindrift, for 3-year-olds at nine furlongs. The presence of Byron McClelland's grand colt, Henry of Navarre, frightened out Lazzarene and four minor ones, leaving Dorian, Our Jack, and Gwendolyn to oppose the champion 3-year-old of the year. His impost was 125 pounds to Dorian's 113. This difference in weight induced idiots who pose as handicappers and play figures instead of horses, to start a plunge on Dorian. Henry of Navarre opened at 3 to 5 and Dorian 8 to 5.

In a few minutes Dorian went down to 6 to 5, while Navarre had gone up to even money. Byron McClelland, McCafferty, Leigh, and the remainder of the Westerners rallied, and Navarre closed at 9 to 10.

The pace was slow the first half, Gwendolyn and Dorian alternating as pacemakers. At the three-quarter pole Doggett moved Navarre up to his company, and the quartet ran well bunched to the stretch turn. Then the favorite rounded up his field and cantered home an easy winner from Dorian by a length and a half, Our Jack third, ten lengths away. The race was run in 1:56 1-5.

Copyright, favorite for the third, was beaten a short head by Candelabra, with Capt. T. third. Herald won the fifth handily from Bandit, who beat Red Skin, favorite, for the place; and Live Oak, at 20 to 1, got home before Delnorte, India, Remote, and a big field of maidens in the last.

Gutta Percha won the 2-year-old event from Midgley and Prince of Monaco. The latter was first choice, there being 2 to 1 about the winner. The opening event for maiden 2 and 3 year olds fell to Reiff.

How the Horses Ran in the Races.

SHEEPSHEAD BAY, N. Y., July 5.—Weather fine, track fast.

273. First race, maiden 2 and 3 year olds, sweepstakes, $15 each, $1,000 added, Futurity course. Time, 1:11.

Ind.	Horse and wt.	St.	¼	½	Str.	Fin.	Jockey.
236	Reiff (3), 112	3	3½	1^3	1^3	1^1	Doggett.
258	M'yD'yfilly(2)87	1	2h	3½	2½	2½	McClain.
184	W'rb'nnet(3)115	2	1h	4	4	3^2	Littlefield.
257	YoElRey(3),115	4	5	2h	3½	4	Taylor.
172	H'lfMine(3),115	7	7	7	6	5	McDermott.
236	W'dd'gT'r(3)115	6	6	6	8	6	Rivers.
....	McCage (2), 90	8	8	8	5	7	Walker.
240	HisGr'ce(3)115	10	10	10	10	8	Simms.
169	Me'nto c't(3)115	9	9	9	9	9	Griffin.
41	J's'yBelle(3)112	5	4	5	7	10	Penn.
246	G'ld'nG'te(2)90	11	11	11	11	11	Keefe.
....	Frugal (3), 113	12	12	12	12	12	Taral.
....	Warlike (3), 112	13	13	13	13	13	M. Bergen.
....	Solitaire(3)115	14	14	14	14	14	Regan.
194	Ench't'ss(3)112	15	15	15	15	15	Midgley.
261	Sweden (2), 90	16	16	16	16	16	Macklin.
....	H'ng'ss'r(3)112	17	17	17	17	17	Clare.

Start fair. Won easily.

Scratched—India, 115 pounds; Lorna Doone, 112; Kalula colt and Forager, 90 each.

Betting—Reiff, 4 to 1; May Day filly, Yo El Rey, Sweden, Jersey Belle, Frugal, and Enchantress, 12 each; War Bonnett, 3½; Half Mine and Mirage, 20 each; Memento colt, 8; Solitaire, 25; Wedding Tour, 30; His Grace, 100; Warlike, 200; Golden Gate and Horngaesser, 300 each.

274. Second race, 2-year-olds, non-winners at meeting, weights 8 pounds below scale, sweepstakes, $15 each, $1,000 added, five furlongs. Time, 1:01 3-5.

Ind.	Horse and wt.	St.	¼	½	Str.	Fin.	Jockey.
261	Gutta Percha, 107	1	1½	1^3	1^3	1^1	Littlefield.
243	Midgley, 110	2	2^1	2^1	2½	2^1	Midgley.
243	Pnc.of Monaco, 110	6	3h	3h	3h	3^2	Simms.
212	King Gold, 110	3	5	7	6	4	Hamilton.
237	Amsterdam, 110	4	7	6	7	5	Lambley.
237	Ella Reed, 107	8	4	4	4	6	Griffin.
258	Sec'd Attempt, 107	7	6	5	5	7	Penn.
201	Blossom filly, 107	5	8	8	8	8	Clark.
243	Daric, 110	9	9	9	9	9	Taylor.
258	Red Top, 110	10	10	10	10	10	McDerm't.
246	Cremona, 107	11	11	11	11	11	H. Jones.

Start fair. Won in a romp.

Scratched—Hanwell and Lune D'Or colt, 110 pounds each; Urania, 107.

Betting—Gutta Percha, 2; Midgley and Second Attempt, 20; Prince of Monaco, 7 to 5; Ella Reed, 5; King Gold, Amsterdam, Daric, 50 each; Cremona, Blossom filly, and Red Top, 200 each.

275. Third race, for 3-year-olds and upward, selling allowances, sweepstakes, $15 each, $1,000 added, one mile. Time, 1:40 1-5.

Ind.	Horse and wt.	St.	¼	½	Str.	Fin.	Jockey.
(244)	Candl'ra, 5, 107	4	4	3h	2½	1h	Doggett.
264	Copyr't, 5, 104	3	2^1	2^1	1½	2^2	Griffin.
251	Capt. T., 4, 102	1	3h	4	4	3	Lambly.
264	Arab, a, 101	2	1½	1h	3^2	4	Penn.
234	Melody, 3, 86	5	5	5	5	5	Walker.

Start fair. Won driving.

Scratched—Top Gallant, 104 pounds; Hugh Penny, 100.

Betting—Candelabra, 2 to 1; Copyright, 9 to 10; Capt. T., 6; Arab, 7; Melody, 40.

276. Fourth race, Spindrift Stakes, 3-year-olds, penalties and allowances, $50 each, stake guaranteed $2,500, 1⅛ miles. Time, 1:56 1-5.

Ind.	Horse and wt.	St.	½	¾	Str.	Fin.	Jockey.
(260)	H'y of Nav're, 125	4	1^1	1^1	1^1	1½	Doggett.
225	Dorian, 112	1	2	2h	2h	2^5	Simms.
225	Our Jack, 112	3	3½	3	4	3	Griffin.
126	Gwendolyn, 102	2	1h	4	3h	4	Lambley.

Start fair. Won handily.

Scratched—Lazzarone, 129 pounds; Aurelian, 112; Bandit, 112; Song and Dance, 109; Matt Byrnes, 107.

Betting—Henry of Navarre, 9 to 10; Dorian, 6 to 5; Our Jack, 20; Gwendolyn, 40.

277. Fifth race, 3-year-olds and upwards, non-winners at meeting, sweepstakes $20 each, $1,000 added, mile and furlong. Time, 1:54 3-5.

Ind.	Horse and wt.	St.	¼	½	Str.	Fin.	Jockey.
235	Herald (4), 114	2	3h	2h	1½	1½	Simms.
262	Bandit (3), 99	4	4	3½	3^1	2½	Lambly.
252	Redskin (4), 107	7	5	5	4	3^2	Penn.
264	Bolero (6), 95	3	2^2	1^2	2^1	4	Keefe.
263	G'll'p'g K'g (3), 92	6	1^1	4	5	5	Walker.
256	Stowaway (4), 115	5	7	6	6	6	Taral.
268	Clarus (3), 88	1	6	7	7	7	Macklin.

Start fair. Won handily.

Betting—Herald, 18 to 5; Bandit, 10; Redskin, 11 to 10; Stowaway, 4; Bolero and Clarus, 50 each; Galloping King, 100.

278. Sixth race, maidens, 3 years and upward, weights 10 pounds below the scale, on turf, sweepstakes, $15 each, $1,000 added, 1 mile. Time, 1:42 4-5.

Ind.	Horse and wt.	St.	¼	½	Str.	Fin.	Jockey.
240	Live Oak (3), 101	8	7	4	2h	1^1	Penn.
259	Del Norte (3), 99	7	2^1	1h	1^1	2h	H. Jones.
172	Indra (3), 103	1	5	6	5	3^1	Hamilton.
183	Remote (3), 99	2	4	3^1	3^2	4	Griffin.
236	Blue Mass (3), 94	4	1h	2h	4	5	T. Sloane.
203	Pulitzer (3), 99	5	9	7	6	6	Reiff.
154	Poetry (3), 94	3	3h	5	7	7	Macklin.
221	Diabolus (3), 99	11	8	8	8	8	Lambly.
152	Avon (3), 100	10	6	9	9	9	Carter.
194	Hartford (3), 99	9	10	10	10	10	Keefe.
....	G'v.Sh'h'n(3), 102	12	11	11	11	11	Tribe.
215	Spr'd E'gle(3), 101	6	12	12	12	12	M'D'rm'tt.

Start fair. Won handily.

Scratched—Solitaire and Prosper Jr., 99 pounds each; Maggie Smith, 94.

Betting—Live Oak, 20 to 1; Del Norte, 4; Indra and Diabolus, 15 each; Remote, 9 to 5; Avon, 6; Spread Eagle, 8; Pulitzer, 10; Hartford, 30; Poetry, 40; Gov. Sheehan and Blue Mass, 100 each.

Friday's Sheepshead Bay Entries.

First race, Futurity course:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
....	Sport	129	216	Walcott	107
(248)	Correction	126	254	Hurlingham	106
248	Stonenell	126	234	Robin Hood	106
138	Dr. Hasbrouck	122	....	Lady Violet	105
250	Kentigerna	112	143	Harrington	103
271	Daily America	110	....	Florence	101
236	Stonenellie	101			

Second race, maidens, Futurity course:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
246	Hanwell	118	....	Milton T.	118
188	Capt. Jack	118	270	Monaco	118
261	Owlet	115	....	Irish Reel	115
....	Louise filly	115	226	Emma	115
....	Miss Dixon	115	....	Halloween	115
176	Areca filly	115			

Third race, selling, 1 mile:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
271	Daily America	108	268	Mr. Jingle	99
271	La Misere	99	251	Mr. Sass	99
264	Marshall	98	18	Tom Tough	93
271	Lizeig	97	275	Copyright	94
223	Sandowne	94	259	Young Arion	92
(271)	Tom Skidmore	92	234	Shadow	87
268	Long Shanks	88	257	Major-General	79

Fourth race, 1⅛ miles:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
(263)	Ducat	111	264	Cactus	105
151	Adelbert	90	257	Star Actress	85

Fifth race, 1 3-16 miles:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
269	Sir Walter	125	269	Roche	110
233	Chant	95	250	Lightfoot	85

Sixth race, 1¼ miles, on turf:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
264	Watterson	135	235	Clementine	105
277	Bolero	104	....	Blye Carter	103
266	Chief Justice	111			

Seventh race, 5½ furlongs:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
273	War Bonnet	115	278	Poetry	112
278	Indra	115	200	St. Vincent	90
278	Pulitzer	112	....	Franciscan	90
273	Warlike	115	200	George Hubbard	87
99	Lorna Doone	112	273	May Day filly	87
....	Tennette g'lding	112	237	Monotony	87

Louisville Pooling on Sheepshead.

LOUISVILLE, Ky., July 5.—[Special.]—Tonight's pooling on Friday's Sheepshead Bay races was as follows:

First race—Dr. Hasbrouck, $25; Stonenell, $20; Correction, $15; Lady Violet, $5; field, $12.

Second race—Owlet, $15; Louise, $11; Monaco, $9; field, $10.

Third race—Daily America, $20; Copyright, $13; Tom Skidmore, $10; field, $9.

Fourth race—Ducat, $25; Cactus, $18; Adelbert, $6; Star Actress, $3.

Fifth race—Sir Walter, $40; Roche, $23; Chant, $11; Lightfoot, $4.

Sixth race—Clementine, $10; Watterson, $7; Chief Justice, $5; field, $5.

Seventh race—No pooling.

THEY FEAR THE BALDWIN COLT.

Matt Byrnes and Billy Lakeland Think Him a Sweet Racehorse.

NEW YORK, July 5.—[Special.]—The coming of Rey El Santa Anita to take part in the Realization is not relished by either the Senator Grady or Dobbins people. Before Matt Byrnes knew the Baldwin colt would be sent on he thought he would have a picnic capturing the big race with Senator Grady. He said, in speaking of Rey El Santa Anita: "That Californian is a grand colt. He is about the best of the year. He certainly is the best in the West."

Billy Lakeland says of the American Derby winner: "Baldwin has a good one. When he started to make his run he made the rest of us look like dishrags. He made up half a dozen lengths in as many strides. If he is not knocked out by the hot trip he ought to win the Realization."

Gwendolyn was sent an additional quarter in the Spindrift today. She was tired out. It is good betting that she cannot negotiate the Realization distance in three minutes. Matt Byrnes will not start. The Realization field probably will be made up of Senator Grady, Dobbins, Hornpipe, and St. Maxim, 122 pounds each; Rey El Santa Anita, 119; Longdale, 112; and Gwendoline, 109. It will be worth something like $35,000 to the winner.

There is no truth in the rumor that John Hunter, Chairman of the Board of Stewards, will resign his $10,000 a year position.

The Jockey club has issued licenses to the Brighton Beach and to the Saratoga Racing Association. It is understood that Saratoga will be permitted to conduct its customary foreign book.

"Pittsburg Phil" had another good day. He won $15,000 over Candelabra's victory and bet about $5,000 on Henry of Navarre.

M. F. Dwyer lost heavily to Prince of Monaco, Copyright, and Red Skin, and did not touch the Henry of Navarre race. Red Skin warmed up in hood and blinkers, but was sent to post without them.

FAIR SPORT AT ST. PAUL.

Beauregard, B. F. Fly Jr., Aurora, Belle of Fermoy, and Oakwood Win.

ST. PAUL, Minn., July 5.—[Special.]—Today's race card was a fair one and afforded some good sport, the finish in the fourth race being about the best seen thus far at the meeting. Belle of Fermoy, with 40 to 1 posted against her, led by open daylight to the sixteenth pole, where Francis Pope and Fakir, both backed, joined her, the three going under the wire heads apart in a hard drive. In the two-year-old scramble Plunker led into the stretch by four lengths, when he bolted, thus losing the race. B. F. Fly Jr., beaten off a few days ago, took the second race by a head from Tom Kelly, backed from 6 down to 2½ to 1. Oakwood scored his third successive victory at the meeting in the closing event, making with Aurora two favorites to win. The summaries:

First race, 5 furlongs, selling, maiden 2-year-olds—Beauregard, 100 (Mosley), 6 to 1, won; Indian Girl, 98 (W. Ham), 5 to 1, second; Bonnie M., 98 (Bunn), 4 to 1, third. Time, 1:05¼. Diamond II., Sweet Home, Bessie T., Little Jerry, Mabel R., Baby B., Plunker, and Hector D. also ran as named.

Second race, 7 furlongs, selling—B. F. Fly Jr., 102 pounds (Chorn), 7 to 1, won; Tom Kelly, 106 (H. Williams), 2½ to 1, second; Crevasse, 99 (Mosley), 2 to 1, third. Time, 1:31¼. Dillon J., Henry Jenkins, Emery, Little Miss, Kildare, Rouser, Eau Claire, Kingsclere, and Optimus also ran as named.

Third race, 1 mile—Aurora, 92 pounds (H. Williams), 9 to 10, won; Lord Willowbrook, 97 (Mosley), 2½ to 1, second; Oxford, 92 (E. Taylor), 5 to 1, third. Time, 1:45. Golden Hope, Buenos Ayres, Gilson, Contest, Frank Fuller, Gore, Jay, and Little Falls finished as named.

Fourth race, 7 furlongs, selling—Belle of Fermoy, 102 pounds (Garner), 40 to 1, won; Francis Pope, 107 (Mosley), 3 to 1, second; Fakir, 108 (Chorn), 8 to 1, third. Time, 1:30¼. Rosa Simpson, Venusberg, Calhoun, Tasco, Looking Backward, Little Dorritt, Malena, St. Charles, and G. B. Cox also ran as named.

Fifth race, 1 mile, purse—Oakwood, 104 pounds (O'Hara), even, won; Pekin, 97 (W. Ham), 4 to 1, second; Rico, 94 (Bunn), 3½ to 1, third. Time, 1:43. Sir Walter Raleigh and Labelle France also ran.

Friday's St. Paul entries are:

First race, 1 mile, selling—Pirate Chief, 84 pounds; Amanda P., 84; Yucatan, 95; Saxaphone, Tobe Bell, 97; No Remarks, 99; Ataman, 102; Emma Mac, 103; Mountain Quail, 103; Excelsior, 103; Larghetta, 103; Capt. Drane, 107; Rey Del Mar, 103.

Second race, 5 furlongs, selling—Nannie, 92 pounds; I. H. Goodnight, 95; All Smoke, 96; Jim Keats, 98; Parthenia, 100; Tom Sayre, 100; Annie Goodwin, 100; Toots, 102; Lusby, 103; Duello, 101; Hunter, 104; Linetzin, 106; Lexington Belle, 110.

Third race, 1⅛ miles handicap—Tip, 98 pounds; Uncle Jim, 98; Saddlebags, 100; Little George, 103; Bessie Bisland, 115; Bess, 117.

Fourth race, ¾ of a mile—Renomee, 102 pounds; Simpleton, 107; Commission, 107; Advocate, 111; Violeta, 111; Folly, 111; Joe L., 111; Queen Bess, 111; Miss Bradshaw, 111; Jennie June, 111; Tom Elmore, 111; King Henry, 111; Bobby Burns, 117; George F. Smith, 117; Twenty-three, 117.

Fifth race, 1 mile and 70 yards—Judith, 94 pounds; Josie D., 97; Bayard, 107; Jennie Jenkins, 112; Dungarven, 112; Appolo, 114.

Isinglass Wins Princess of Wales Stakes.

LONDON, July 5.—The race for the Princess of Wales Stakes, 10,000 guineas, run at Newmarket today was won by Mr. H. McCalmont's Isinglass, 4 years old, a bay colt by Isonomy—Deadlock.

Bullington, by Meldon, out of Shotover, a 3-year-old colt, the property of the Duke of Westminster, was second, and Ladas, Lord Rosebery's Derby winner, third in the Princess of Wales Stakes

RACING RESULTS ON MINOR TRACKS.

Washington, Madison, and Kansas City Thoroughbred Winners.

WASHINGTON, D. C., July 5.—Today's local racing results were:

First race, 5 furlongs—Clara Belle won, Postmaster second, Marlboro third. Time, 1:31¼.

Second race, 5 furlongs—Sonora won, Meadows second, McKeever third. Time, 1:01¼.

Third race, 6 furlongs—Some More won, Luray second, Annorean third. Time, 1:16¼.

Fourth race, 6 furlongs—Ponce de Leon won, McDonald second, Come Home third. Time, 1:17¼.

Fifth race, 5 furlongs—Elmstone won, Little Charlie second, Brussels third. Time, 1:01¼.

KANSAS CITY, Mo., July 5.—Today's racing results were:

First race, 4½ furlongs—Brevity won, Dr. Gardner second, May Win third. Time, 1:08¼.

Second race, ¾ of a mile—Roseleaf won, Southerner second, Pony Bob third. Time, 1:25.

Third race, ¾ of a mile—Gold Dust won, Harry Lewis second, John P. third. Time, 1:22.

Fourth race, 6½ furlongs—Joe Woolman won, Morgan G. second, Gymnast third. Time, 1:31.

Fifth race, 7 furlongs—Montella won, Maj. Dripps second, Rube Burrows third. Time, 1:37¼.

ST. LOUIS, Mo., July 5.—Today's racing results at Madison were:

First race, ½ mile—Nellie H. won, Larry Kavanaugh second, Queen Faustus third. Time, 0:52.

Second race, 5 furlongs—Lemon Blossom won, Too High second, Irene H. third. Time, 1:08.

Third race, ¾ mile—Irish Pat won, Mamie R. second, Straightout third. Time, 1:21.

Fourth race, 5 furlongs—Baby won, Tim Flynn second, Wild Fellow third. Time, 1:07.

Fifth race, 7 furlongs—Prospect won, Jamestown second, Onaway third. Time, 1:33.

KIRKENDALL YOUNGSTERS GO CHEAP.

A Poor-Looking Lot from the West Sell for Low Prices.

The sale of 2-year-olds and yearlings belonging to H. Kirkendall & Son of Helena, Mont., took place at Tattersall's last night, and was attended by a small crowd. Kirkendall's horses were a big, rangy lot, but bore many scars and bruises, mainly received on their long railroad trip. As a result the bidding was light and half the lot had to be passed without an offer. Seventeen head were sold for $2,245, an average of $138. The sales were as follows:

Chestnut gelding, Mickle, 2, by Michael—Louise, by Balaklava; John Rodegap, $200.

Chestnut colt, King Elm, 2, by Glenelm—Lucy Hayes, by Balaklava; Chambers & Co., $550.

Bay gelding, Slippery Jim, 2, by Jim Simpson—Jewel, by Lodi; D. E. King, $100.

Bay gelding, 2, by Michael—U Bet, by Red Boy; H. Barbour, $110.

Bay colt, Mica, 2, by Michael—Katie Putnum, by George Wilkes; Robert Ward, $110.

Bay filly, by Donnahugel—Nordica, by Northland; D. E. King, $50.

Bay filly, Baby Ruth, 1, by Eolian—Bolis, by imp. Buckden; John Rodegap, $350.

Chestnut filly, by Donnahugel—Louise, by Balaklava; D. E. King, $80.

Bay filly, Miss X, 1, by X—The Yogo filly, by Red Boy; D. E. King, $40.

Bay gelding, by Michael—Nannie Rapture, by Nicollet; H. Barbour, $80.

Chestnut gelding, Mr. Hayes, 1, by Michael—Lucy Hayes, by Balaklava; John Rodegap, $180.

Chestnut filly, by Don Carlos—Ethel Wiley, by Red Boy; John Rodegap, $130.

Gray filly, by Michael—Katie Putnam, by George Wilkes; P. J. Murray, $50.

Bay filly, by Michael—Carrie B., by Northland; D. E. King, $90.

Black filly, by Michael—Trifle, by Red Boy; E. Ellwood, $115.

Bay gelding, Brooke, 2, by Donnahugel—The Young Brooke's Mare, by Balaklava; F. Grabner, $60.

Bay gelding, by Michael—Nettles, by Sun Dance; Robert Ward, $50.

Gossip of Local Racing.

The Derby crowd at Washington Park, according to Secretary Howard's report, was about 33,000 strong, and that of July 4 a little over 16,000.

Trainer H. R. Baker has severed his connection with the Corrigan Stable and Mr. Corrigan himself with Tony McCafferty is handling all the horses.

J. W. Johnson, the animal artist of Indianapolis, has painted a true and handsome picture of Rey El Santa Anita, the Derby winner, and presented it to the Washington Park club.

There are too many touts of too strong prominence for the public good at Washington Park, and the club can serve its patrons well by putting three or four vigilant officials in the ring to at least subdue if they cannot eradicate the pests.

It turns out that Bob Halloway, whose jockey, Ray, rode Tartarian in Wednesday's last race, bet $3,000 on the horse. Curt Gunn bet $1,500 more. Marcus Cartwright, who will win or lose a lot of money on a short-priced favorite when the odds have "settled" to his liking, won $12,000 or $15,000 on the race.

Local racing was never in a fairer way. Not only will there soon be a thorough understanding among all the Chicago tracks, but the chances are that they will make an agreement with Roby by which the latter will not race during the months of December, January, and February, but be content with fifteen or thirty days in November and all March and April for its meeting each year. Such a deal will dignify and aid the racing game in Chicago as it should be dignified and aided.

NUMBERED WITH THE DEAD.

Funeral of James H. Field.

James H. Field was buried yesterday at Rosehill Cemetery. Funeral services were held at the Worth Hotel, No. 435 Washington boulevard, conducted by the Rev. Frederick Campbell of the Western Avenue Presbyterian Church.

Obituary Notes.

Sir Austin Henry Layard is dead at London.

Mayor John H. Saries of Boscobel, Wis., died yesterday.

Ex-Police Commissioner Joel W. Mason of New York City is dead. He was a stanch Republican and held many offices.

A Candid Opinion.

Algy (striking a new theme)—"What do you think of this new monkey language, Miss Ethel?"

Ethel (yawning)—"I think it's very tiresome."
—*Judge.*

LAKE SHIPPING NEWS.

Delay to Freight Steamers.

The big package freight steamers on the lake and rail lines are experiencing considerable delay in port. The Western Transit liner Mohawk has been held here two days overtime to get her cargo of package freight, and will not get away for some little time to come. East-bound freight is still in the hands of the railroads, and until it is switched to the docks the boats cannot get it. The warehouses of the companies are full of freight that has accumulated ever since the strike has been on, and delay is general in unloading boats. Navigation is almost at a standstill. The grain clearances, which run from 200,000 bushels to 2,000,000 bushels per day during the season, yesterday dropped to 2,000 bushels. Yesterday the line boats wanted 400,000 bushels of grain to fill out their boats, but obtained only 15,000 bushels of corn, and agents of wild tonnage stopped trying to place their boats. There is a disposition among marine men to stop the effort to fill out cargoes, and wait until the strike is stopped. No soft coal has reached the docks as yet, and as fast as the tugs run out of fuel they fill up with hard coal.

Freights and Charters.

CHICAGO—By hard scurry around and by some concessions in through rates, it is thought, the lines succeeded in getting about 200,000 bushels of wheat yesterday afternoon, which gave partial cargoes to the boats which they are most anxious to send out. Of corn, 15,000 bushels was the amount of the shipments. The only possibility of there being any business at all in grain until the railroad strike is ended is in the hope that the wheat, which has lain so long in Chicago elevators, may be moved. Some vessel agents were confident that a considerable quantity would be offered for shipment tomorrow. Some of the wheat is three years old, and a lot of 400,000 shipped by Armour last week was of the crop of 1892.

CHEBOYGAN, Mich., July 5.—Steamer White Star caught fire while lying at her dock here early this morning and was damaged to the extent of $5,000. The Captain and crew barely escaped with their lives, and lost all their possessions. The White Star was burned just one year ago last night in the same way while lying at a wharf in Port Huron.

BUFFALO, N. Y.—Coal freights quiet at former rates. Charters: Whitney, Inter Ocean, Chicago, 45; Flower, Tokio, Washburn; Pope, Milwaukee; Charles Eddy, Manitowoc, all 40; Weed, Saginaw Valley, Duluth; Coffinberry, Paige, Fort William; Nebraska, Gladstone, 25. Canal freights firm at 3 cents to New York.

TOLEDO, O.—Chartered—Wheat—Typo, Doud, Rounds, Buffalo, 1¼.

Around the Lakes.

PORT HURON, Mich., July 5.—The body of Capt. Little was found this morning at Sombra, Ont. All of the bodies of the volunteer crew who perished in their attempt to rescue the sailors on the stranded schooner Shupe have now been recovered.

ASHLAND, Wis., July 5.—A general change has been made in the Shores steamers. James J. Carr, formerly of the steamer Prentice, will take the Johnson to Detroit. There he takes charge of the new steamer Adella Shores, and Capt. J. H. Comstock of the Johnson will go on the Prentice.

CLEVELAND, O., July 5.—The steamer John Glidden, towing the barge Sage, left today with soft coal for Chicago, to be used for steamboat fuel. The Rube and May Richards will leave tonight with similar cargoes. This is the first soft coal shipped to Chicago by lake since long before the beginning of the coal strike.

DULUTH, Minn., July 5.—Three hundred coal-heavers on the docks at Duluth and Superior went out on a strike tonight. Their action has tied up half a dozen vessels which are waiting. The men have as yet made no demand, but it is thought that they are fighting for the restoration of the wage schedule of 1893, which is 20 and 50 cents an hour. The men have been getting 17½ and 40 cents this season.

CLEVELAND, O.—Shippers are not in need of much tonnage and some of them are unable to take care of their contract boats and at the close of the week a large number of vessels will be added to the fleet already laid up. Half of the whalebacks will be tied to the dock by that time. Coal is slow in coming forward, but on account of scarcity of down cargoes offerings of tonnage are light and rates are steady. Charters—Coal—Robert Rhodes, Cleveland to Manitowoc, 45; Escanaba, Erie to Chicago, 60; Lumberman, Morden, Stanley, Cleveland to Georgian Bay, 40.

Vessel Movements.

CONNEAUT, O.—Arrived—Colgate.

SHEBOYGAN, WIS.—Arrived—John Craig.

LORAIN, O.—Cleared—Folsom, Marquette.

CHEBOYGAN, MICH.—Cleared—Badger, Chicago.

PORT ARTHUR, ONT.—Departed—Nautilus, Duluth.

ASHLAND, WIS.—Arrived—Pillsbury, Servia, Moravia.

MANITOWOC, WIS.—Arrived—Elfinmere. Cleared—Wyoming.

HURON, O.—Arrived—Onoko. Cleared—Hackett, Marquette.

DULUTH, MINN.—Line boats took wheat for Buffalo today at 1¼ cents.

GREEN BAY, WIS.—Arrived—C. A. Johnson. Cleared—Lizzie Madden, Gardner.

SOUTH CHICAGO, ILL.—Arrived—Manhattan. Cleared—Massachusetts, Escanaba.

STURGEON BAY, WIS.—Down—Pewaukee, Penobscott, 9 last night; Wyoming, 5 a. m.; Wood, 2 p. m.; Ludington, Menominee, Wilber, 2:40; Hinton, 4:30. Up—Boscobel and consorts, 5:30 p. m.

ESCANABA, MICH.—Arrived—Manchester, Kearsarge. Cleared—Merrimac, Cambria, Colonial.

TOLEDO, O.—Arrived—Neosho, Clement. Cleared—Coal—Rust, Hutchinson, Milwaukee.

MENOMINEE, MICH.—Arrived—Wyoming. Cleared—Russia, Madden, Goshawk, Webb, Buffalo.

ASHTABULA, O.—Arrived—Two Wallaces, Naples, Wright, Alcona, Alta. Cleared—Coal: Aztec, Zapotec, Lake Linden; Drake, Escanaba.

GRAND HAVEN, MICH.—The schooner Wrenn, with the South Haven trip-around-the-world party, came in today. She will depart for Ludington tomorrow.

PORT COLBORNE, ONT.—Up—Saginaw Valley, Duluth; Rhoda Emily, coal, Chicago; James. Down—Queen of the West, Crosthwaite, Mitchell, Armenia, Valencia.

CLEVELAND, O.—Arrived—Wade, Hopkins, Glasgow, Tower, Lumberman and tow, Paisley. Cleared—Coal: Case, Soo; light: Maryland, Escanaba; Uranus, Homer, Marquette.

DULUTH-SUPERIOR—Arrived—Paris, Germanic, Hutchinson, Maine, Hattie, Buckout, Mecosta, Ashland, Everett, Minch, Carpenter, Stewart, Dashing Wave, Schuck, Thomson and consorts, Verona. Cleared—Tuttle, Gilchrist and consort, Bruce, ore; Card, lumber, Tonawanda.

BUFFALO, N. Y.—Arrived—Inter Ocean, Elvina, Pickands, Marengo, Arthur, Flower, Hope, Tampa, Raleigh, Tokio, Armour, Runnels, Desmond. Cleared—Coal—New Orleans, Wayne, Chicago; Italia, Hope, Milwaukee; Desmond, Lake Linden; Gratwick, Superior. Light—Elvina, Manistique; Gogebic, Sauber, Duluth.

MACKINAW CITY, MICH.—Down—Juniata, 9:15 last night; Tacoma, 10:20; Edward Bliss and consort, 7:30 a. m.; Tioga, 9:30; Lycoming, 2:40 p. m. Up—Craig, 8:30 last night; London, 9; Sachem 11; Plankinton, 3 a. m.; Vega, 4:30; Clarion, 6; Pueblo, Pahlow and consort, 9:20; Houghton, 10.30; Corsica, 10:40; Ionia 2:40 p. m.; Prince, 4.

Down—Haskell, 7:30. Up—Harlem, 7. Wind, west, strong; raining.

PORT HURON, MICH.—Up—North Star, 10 last night; Lyon, Kaliyuga, Fontana, 10:30; Harlem, 11; Iroquois consort, 1:30 a. m.; Schuylkill, 7; Marion, 7:20; Vanderbilt, Spokane, 8; Pease, Planet, 9:20; Curtis consort, 10. Brazil, Nipigon consorts, 10:30; Bielman, 11; George Presley consorts, 2:10 p. m.; Glidden consort, 5. Down—Curry, 12:15 p. m.; Forest City consorts, 1:50; Manistique, 2:20; Syracuse, 3:15; Briton, 3:20; Orr, 4:15.

Down—Frontenac, 4:50; Cayuga, 6. Up—Berlin, 6:20. Wind south, light.

DETROIT, MICH.—Up—Fessenden (cleared), 1 p. m.; Buffalo, 1:50; Toltec, Miztec, 4:30. Down—Morley and consorts, 9 last night; Parks Foster, 9:20; Langell, Arenac, 11; Topeka, 12:30 a. m.; Tower, 2:20; Merida, 7:30; Alva, 8; North Wind, 8:30; Weed, 8:40; Grand Traverse, 9; Wilbur, 10; Langdon, 7:40; Columbia, Crosthwaite, Nimick, 10:30; Oscoda and barges, 11; Hill, 11:20; Onoko, 11:30; Dyer, Hiawatha, Sheldon, Watson, 12:20 p. m.; La Salle, 1:30; Curry, 4:40; Louisiana, 4:50.

Down—Syracuse, 8.

SAULT STE. MARIE, MICH.—Up—Newaygo, Checotah, 1 a. m.; Norman, 5; James Lockwood, 8; Masaba, Hadley, 9; Cranage, Andaste, 10; Republic, Athabasca, noon; Joliet, Fayette Brown, 1 p. m.; Grecian, William Chisholm, 3; Roman, Jessie consorts, 4; Northwest, 5; Doty, Jeanette, 6. Down—Whitaker, Watson, Northern Queen, 10 last night; Maritana, 11; Osceola, Pope, midnight; City of New York consorts, 2 a. m.; America, 5; Montana, Pontiac, 7; Sitka, Yukon, 9; Nyanza, 10; Saxon, Continental, Holland, noon; Two Parkers, 1 p. m.; Stafford consorts, 2; White & Friant, Parana, C. B. Lockwood, 3; Australasia, Tasmania, 5.

Up—Wawatam, Choctaw, 7; Pratt, Ash, 8; Wallula, Georger, 9. Down—Cumberland and consorts, 9.

Port of Chicago.

Arrived—Lumber—Atwater, Pequaming; A. M. Gill, Elk Rapids; C. A. Street, J. B. Lozen, Ashland; O. E. Parks, Ludington; Lake Forest, Sailor's Encampment; Erin, St. Joseph's Island; F. L. Danforth, Alpena; G. Burnham, Nahbinway; Alleghany, Transfer, Ogden, Manistique; H. L. Worthington, E. T. Judd, Menominee; T. J. Bronson, William Jones, Cedar River. Iron ore—Minnesota, Escanaba. Coal—Ira H. Owen, Iron Age, Iron City, Buffalo. Sundries—City of Traverse, Duluth; Saranac, Buffalo.

Cleared—Grain—W. H. Chapman, Pentwater; Chicago, Buffalo. Light—B. Brown, Pine Lake; Bertha Barnes, Minnesota, Escanaba; Oak Leaf, Raber; A. W. Luckey, Manistee; Butcher Boy, Marinette; T. Y. Avery, Little Bay de Noquette; A. M. Gill, Gill's Pier; Montgomery, Duluth; O. E. Parks, Ludington; St. Joseph, Brevoort River; G. Dunbar, Empire; E. R. Blake, St. Martin's Bay; City of Sheboygan, Cheboygan; L. W. Perry, Rapid River; K. Hinchman, Cedar River; J. B. Lozen, Buffalo.

Largest Cruiser.

The largest cruiser is the Russian Rurik.

SINKS THE VALKYRIE.

SATANITA COLLIDES WITH LORD DUNRAVEN'S YACHT.

His Lordship Gets Wet, but No Lives Are Lost Through the Accident—In the Race for the Muir Memorial Cup the Prince of Wales' Yacht Britannia Defeats the Vigilant by Five Seconds Actual Time and by Thirty-five Seconds Corrected Time.

GLASGOW, July 5.—The regatta of the Mud Hook Yacht club today opened amid a scene of excitement which was soon after intensified by a collision between the Valkyrie and the Satanita, which resulted in the sinking of the former yacht and the serious disabling of the latter. A fever of excitement had prevailed previous to the start for the Muir Memorial Cup race, for the American flyer Vigilant was to meet for the first time the Prince of Wales' cutter Britannia, admitted to be the fastest yacht in Europe.

The Royal Clyde Yacht club course, sailed in the Mud Hook regatta, is fifty miles long and in shape is similar to two triangles with their points meeting. The Britannia, Valkyrie, and Satanita lay at the City Loch anchorage. All three hoisted their racing flags at sunrise and commenced active preparations. The Vigilant staid at Gourock Bay during the night. The Goulds' steam yacht Atalanta, with a large party on board, followed the Vigilant to the Holy Loch anchorage. The breeze then began freshening until a rattling southerly wind was blowing.

The prospects of the race at about 10 a. m. were as follows: The first distance would be a beat to windward, ten miles, to Skelmorlie; following that a reach across to Ascog; then a run back ten miles to Kilcreggan and a free reach to the stake boat off Hunters' Quay; twice around. Lord Dunraven, with George L. Wilson, the designer, was steering the Valkyrie; Mr. A. D. Clarke, owner of the Satanita, was at her stick; Nat Herreschoff was at the wheel of the Vigilant and W. Jamieson was the steersman of the Britannia.

The start was made in a blinding mist, the wind, however, still holding good. The Vigilant, Britannia, and Satanita came up in line on the port tack to turn the mark-boat, while the Valkyrie raced down from Holy Lock. The Satanita was too soon by half a minute. On the other hand the Britannia was able to luff on the line for a capital start. The Vigilant turned it handsomely and was on the mark-boat shortly after gun-fire. But the Britannia was quicker and got off three lengths ahead.

Then came the accident of the day for the Valkyrie and Satanita. Preparing for the start they became locked together and, in a few minutes, the Valkyrie settled down and sank. The Satanita was so badly damaged she was obliged to retire.

The Satanita, it appears, was luffing for the start and was unable to get out of the Valkyrie's way as the latter was coming up on the starboard tack. The Valkyrie's bowsprit ran across the Satanita's foresail, and the collision carried away the Satanita's bowsprit and topmast, leaving her a wreck covered with tangled rigging and collapsed sails. The Valkyrie sank in three minutes. Lord Dunraven, Watson, and the officers and crew of the Valkyrie were picked up by boats which put out from the shore and from the many sailing yachts and steam yachts in the vicinity of the scene of the accident.

In the meanwhile the Vigilant and the Britannia had got away, not knowing of the accident. The Vigilant gained in the early part of the race, but in the latter part, the wind dying down, the Britannia began overhauling it, and passed near Gourock. The Britannia kept gaining on the last leg and crossed the line half a minute ahead of the Vigilant. The following is the corrected time of the finish:

Yacht.	H. M. S.
Britannia	4:28:01
Vigilant	4:28:36

The people ashore, when the result was known, gave three cheers for the Prince of Wales and the Britannia.

The Vigilant should undoubtedly have won with a minute or two to spare, and would have done so but for the sudden falling of the wind in which the Britannia was so well served.

It was admitted on all sides that the Vigilant was the better boat and that she had the hardest lines in losing.

NEW YORK YACHTSMEN PLEASED.

Consider the Defeat of the Vigilant Almost as Good as a Victory.

NEW YORK, July 5.—[Special.]—To New York yachtsmen the race in the Firth of Clyde today was gratifying because they claim it showed the superiority of the Vigilant over the Britannia, notwithstanding the latter won. Although the Prince of Wales' yacht was first over the line it was remembered as significant that the Vigilant rapidly overhauled and passed her while the wind lasted, and that the Britannia drew ahead only, according to the later dispatches, when the wind flattened out towards the end of the race, leaving the American yacht almost becalmed. The opinion among New York yachtsmen was that in a fair and square race in the open sea the Britannia would be badly beaten by the Vigilant, and they look forward with eagerness to the race of Saturday, when the two boats will meet again. This race is to be sailed under different conditions from that of today, when amateurs only could be at the helm.

Wright, the Toronto Oarsman, Defeated.

LONDON, July 5.—At the Henley regatta today, in the sixth heat for the diamond sculls, Vivian Nickalls beat Joe Wright, the Toronto oarsman. They pulled level for the first 100 yards, but Nickalls led by one-half length at Top Island. Wright then put on a spurt and closed up level with Nickalls at the turn, but from there on Nickalls drew away and won easily by two and three-quarter lengths. Time, 9:35.

In the first heat for the silver goblets the brothers Nickalls had a walkover, Ryan and Wright having declined to start in this race.

Hawthorne Men Give Bonds.

Edward Corrigan, John Brennock, and John Burke of the Hawthorne race course, indicted by the recent grand jury, gave bonds yesterday in the sum of $1,000 each.

Telegraphic Notes of Sport.

RACINE, Wis., July 5.—[Special.]—Mayor Jackson I. Case left today with his string of trotters for Saginaw, Mich.

PITTSBURG, Pa., July 5.—[Special.]—The Philadelphia club has released Pitcher Lukens. Boyle has also been sent home.

LOUISVILLE, Ky., July 5.—[Special.]—President Stucky tonight telegraphed Manager Barnie to accept the terms of First-baseman Lutenberg and Pitcher Wadsworth, the star players in their respective positions of the Southern League. They will join the team at once.

ST. PAUL, Minn., July 5.—A scheme for tapping the wire and beating the "foreign book" at the Hamline race course was discovered today. A raid was made, but the operators succeeded in getting away, leaving their outfit behind them. It is said over $6,000 was secured by the trick.

WASHINGTON, D. C., July 5.—[Special.]—President Young of the National League has given notice that a dividend will be declared. This is the first time in the history of the league that there has been a sufficient surplus after expenses are paid to warrant a dividend. At Baltimore, Washington, and Philadelphia the baseball attendance has thus far exceeded all previous seasons.

Failure Declared to Be Fraudulent.

CHATTANOOGA, Tenn., July 5.—[Special.]—Two bills charging fraud in the filing of a deed of trust July 2 by the W. O. Peeples Grocery company in favor of 136 foreign creditors were filed today. The concern failed for $136,000, placing the fictitious valuation of $270,000 on incumbered realty and other almost worthless assets. Criminal suits will likely be brought.

The Carping Critic.

Wool—"I had our friend, the musical critic, with me at Hobokenhurst two or three days last week."

Van Pelt—"Enjoyed himself, didn't he?"

Wool—"Not a bit; the robbins insisted on singing every morning, when it was perfectly clear to him that they didn't know the first thing about music."—*Life.*

Liked Church, but—

Sweet Girl—"Do you enjoy taking me to church?"

Lover—"Not so much as riding with you in a street car."

"Goodness! Why?"

"The sexton never yells 'Sit closer, please.'"—*New York Weekly.*

MADE IN CHICAGO.
Rambler
BICYCLES
For MEN, WOMEN, and CHILDREN. Riding School on the premises. Purchasers taught to ride free.
GORMULLY & JEFFERY MFG. CO., 88 Madison-st.

SABINE'S NEW RECORD

BASHFORD MANOR COLT DISPLACES VERSATILE'S MARK.

He Beats a Cheap Field and Runs Eleven Furlongs in 2:18 3-4, a Second Better than the Record—Hasty Stable Wins with Maggie Gray and Hasty and Scorches the Ring—Eva L., Rudolph, Pelleas, and William T. Capture the Other Events of a Purse Day.

Of late years eleven furlong races have come into mild fashion. Their rarity makes the record an easy mark. July 7 last, J. E. Seagram's sulky but well-bred selling plater, Versatile, took up 100 pounds and beat Lake Breeze, Diablo, Joe Blackburn, Hasty, and Calhoun all the distance in 2:19¾. That performance didn't shake the turf world. Neither did that of Sabine yesterday afternoon when he beat a poor lot the same distance in 2:18¾, reducing the record a second. Even Pocahontas, within a length of the Bashford Manor colt, was within Versatile's record. Senator Irby, another length away, was on its edge.

Only a fair field of six went to the post for the race, a handicap, with Sabine the natural favorite at 2 to 1 and less on the strength of his fifth in the Oakwood last Friday. Senator Irby, off in front, set a fitful pace and led the field well into the stretch, where Sabine and Pocahontas got him, and the favorite won handily by a length from the driving Pocahontas, who ran a good race and beat Senator Irby a length. Illume was a decorative last, and is a creature of such moods and false racing ideas that a first-class track could well afford to file him among the things that might be but are not. Could Ross have held Irby together in the stretch the Bishop colt might have won and made a record himself.

The fractional time of the new record was: Furlong, 13; three furlongs, 38; half, 50¼; three-quarters, 1:15; mile, 1:40¼.

Four Favorites Are Beaten.

The afternoon was perfect, a fair crowd was out, betting was as heavy as the crowd, and the going as good as the air. The racing was generally good for an afternoon of purse races. The Hasty Stable sent two winners to the post and backed both, Maggie Gray to be one-two-three for $300 and Hasty to win. It is credited with netting $25,000 or $30,000 on its operations in the ring. Three favorites won—Sabine (A. Clayton), 2 to 1; Rudolph (Irving), 1 to 2; and William T. (Morrissey), 4 to 5. The other winners were: Eva L. (A. Clayton), 15 to 1; Maggie Gray (Cassin), 6 to 1; Hasty (Cassin), 5 to 1; and Pelleas (Leigh), 3½ to 1. The bookmakers in the ring won on the day; the gamblers lost.

The Clara Bauer party began the day by uncovering a good thing in the 2-year-old race at five furlongs. Their Tip Top—Vanity filly, Eva L., drifted from 12 to 15 to 1 in the betting, while the wise bettors played Weola, Cottage Girl, and Nona. The latter and Cottage Girl were off in the front bunch with Eva L. last. Monterey joined the leaders on the turn, while Clayton gradually picked up his horses on Eva L. At the sixteenth pole she joined Nona and Cottage Girl and beat them home in a drive by a long neck, Nona three parts of a length before Cottage Girl.

The oft played Maggie Gray, in her class at last, was heavily played by the Hasty Stable folks to win the second race, three-quarters for 3-year-olds. To a poor start May Fern rushed out in front and followed by Maggie Gray and King Bors, wide apart, made a cheap-looking procession to the straight. Once there Maggie Gray overhauled the leader and won in a gallop by nearly three lengths. May Fern second, two lengths before King Bors.

Hasty Beats Percy and Strathmeath.

A fair lot was gathered in the fourth race, eight and one-half furlongs, selling, with strong plays on Anna, Percy, Chiswell, Strathmeath, and Hasty. Percy and Anna almost divided favoritism at the end. The Sculptor, off in front, led nearly seven furlongs, where Anna and Hasty and Percy displaced him and seemed to be fighting it out. But at the sixteenth pole Hasty left his party and came on and won with a lot to spare by two lengths, Percy as far before Strathmeath, who beat the fading Anna a head on the post. Ross gave another marvelous exhibition of how not to win on Chiswell, who looked as if he was out merely for health. It was costly recreation for the public. Yet the rumor was that he had worked a mile and a quarter with Senator Irby in 2:11¼.

The handicap champion of 1893, Hankins & Johnson's Rudolph, appeared with a bad lot in the fifth race, one mile. He far outclassed his party, both in what he used to be and what he is. Various denizens of the ring thought that Get There could beat Rudolph, and laid 7 to 10 against him. He had the ubiquitous Ross up, and after Rudolph had got off in front Get There, and Alcenor were allowed to go out for the running on sufferance. At the half-mile ground Get There led Rudolph nearly a length, with Somersault a length away. Turning into the stretch Rudolph got the leader, but was under pressure, and when Irving went for his whip it looked as if he had a chance to be beaten. But shaken up he came away and won with something to spare by a scant length, Get There a length before Somersault, he scarcely a length before Ethel. Ross fouled Ethel and Somersault up the stretch, and the judges stopped his mad career by a meeting's suspension. Get There was played as a good thing at a long price and wired to other towns for the wreck of the pool-rooms.

Pelleas and William T. Win.

John Rodegap's good gelding Pelleas, who was beaten by interference in his race last Friday behind Kitty Clive, won the sixth race, five furlongs for 2-year-olds. He was backed from 4 to 3½ to 1. Lady Diamond was the 3 to 1 favorite. Canewood, off in front, was tackled at once by Walkover and Montre, and the three fought it out well into the stretch, where Leigh luckily got through with Pelleas next the rails and won in a drive by a big half lenghth from Canewood, with Lady Diamond three-quarters of a length behind him. The Baldwin filly, away last, ran a smashing race. She was last on the stretch turn and was bumped by Ramona as she was coming to her horses in the straight. Lollie Eastin, whose price receded from 2 to 10 to 1, was fourth and ran a fair race.

May & Hall's fast Faustus colt, William T., purely a sprinter and a good one, and a proper odds-on favorite, won the closing race, three-quarters of a mile. Off well, he disposed of Royal Prince on the stretch turn, and after Ottyanna had made a strong bid and collapsed under the weight he came on and won about as he chose by two lengths, Ottyanna second three lengths before King Charlie.

Eleventh Day. July 5. Washington Park Meeting. Day Fine. Track Fast.

0325. First race, purse $800, 2-year-olds, penalties and allowances, 5 furlongs. Time, 1:02. Start good. Post 8 minutes. Won driving, second driving. Winner by Tip Top—Vanity, owned by J. W. Levy.

Index.	Horses and weights.	On.	Off	St.	½	¾	Str.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
....	Eva L., 105	...	10	9	8½	5¹	3h	1nk	A. Clayton	12	15	6
0269	Nona, 105	...	10	1h	1h	1nk	1¹	2¹	Cassin	7	6	2
(012)	Cottage Girl, 112	...	3	3½	2½	2¹	2h	3½	Leigh	3	4½	8-5
0283	Monterey, 115	...	3	4nk	4½	3½	4¹	4¹	Madison	10	15	6
0279	Weola, 105	...	10	5½	7½	6nk	6²	5¹	Carr	3	11-5	4-5
0294	Princess Irene, 112	...	3	2nk	6¹	4²	5²	6¹	Ray	6	7	2½
019	Suspense, 108	...	10	8	9	9	8¹	7²	Graham	10	12	5
.....	Malmaison, 105	...	10	6	3nk	7²	7½	8¹	Thorne	12	13	6
.....	Tolouche, 105	...	10	7	5½	8½	9	9	Perkins	15	20	8

0326. Second race, purse $800, 3-year-olds, penalties and allowances, ¾ mile. Time, 1:14¼. Start poor. Post 6 minutes. Won galloping, second driving. Winner by Spendthrift—Alice Gray, owned by Hasty Stable.

Index.	Horses and weights.	On	Off	St.	½	¾	Str.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
0303	Maggie Gray, 105	...	12	3nk	2½	2³	2²½	1²½	Cassin	8	6	2
0304	May Fern, 105	...	12	2½	1h	1²½	1nk	2²	A. Clayton	5	7	2½
*113	King Bors, 110	...	12	1h	3h	3¹	3½	3²	Ray	4	5	2
0118	Strathflower, 105	...	12	6	7¹	7¹	4h	4h	Fisher	8	7	2½
......	Alethia Allen, 105	...	12	9	8½	9	6½	5²	Perkins	4	5	2
0276	Banka's Daughter, 105	...	12	8	4h	4²	5h	6¹	Graham	10	20	8
......	Dollie, 105	..	12	5¹	6½	6h	9	7²	Ross	20	50	20
*25	Rhett Goode, 105	...	12	7	9	8½	8¹½	8	Thorpe	10	8	3
......	Equator, 105	...	12	4½	5h	5½	7½	9	Leigh	6	8	3

*Southern race.

0327. Third race, handicap, 3-years-old and upward, $1,200 added, 1⅜ miles. Time, 2:18¾. Start good. Post 5 minutes. Won handily, second driving. Winner by Rossington—Lizzie Stone, owned by Bashford Manor.

Index.	Horses and weights.	On	Off	St.	8.	¼	½	¾	Str.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
0296	Sabine (4), 109	...	13	6	3nk	4²	4½	4²	1h	1¹	A. Clayton	8-5	2	4-5
330	Pocahontas (3), 94	...	12	1½	4½	2¹	2½	2nk	3h	2¹	Perkins	3	3½	1
(0291)	Senator Irby (3), 99	...	12	3nk	1½	1³	1¹½	1²	3nk	3³	Ross	7	5	8-5
0323	Philora (6), 93	...	28	2½	2½	3¹½	3½	3h	4½	4³	Chevalier	10	15	4
0307	Pat Malloy Jr. (4), 93	...	24	5	5h	5½	5²½	5¹½	5³	5⁶	Cassin	15	20	6
0289	Illume (5), 107	...	19	4½	6	6	6	6	6	6	Leigh	2	3½	8-5

0328. Fourth race, purse $1,000, 3-year-olds and upwards, selling, 1 1-16 miles. Time, 1:47. Start good. Post 14 minutes. Won handily, second driving. Winner by Free Knight—Emma Manley, owned by Hasty Stable.

Index.	Horses and weights.	On	Off.	St.	¼	½	¾	Stch.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
0306	Hasty (4), 89	....	28	6	6½	6nk	6²	2½	1²	Cassin	8	5	2
(0299)	Percy (4), 102	....	20	5	2½	5¹	5½	4½	2²	C. Weber	4	3	1
(0297)	Strathmeath (6), 109	....	12	2nk	5²	4½	2h	5²	3h	Leigh	3	4	8-5
0314	Anna (5), 94	....	27	4½	3½	2h	4¹	1nk	4¹½	A. Clayton	3	3½	6-5
(0306)	Little Chris (3), 90	....	16	9	8²	7¹	7²	6¹	5½	Graham	15	30	10
0314	Tar and Tartar (4), 90	....	32	3h	4¹	3½	3½	3h	6²	Chevalier	20	100	40
0314	Red Root (5), 101	....	20	7	9	9	8½	7½	7⁵	Irving	50	150	50
0304	The Sculptor (4), 105	....	12	1½	1²	1¹½	1½	8	8¹	Thorpe	8	10	4
*311	Chiswell (4), 106	....	16	8	7½	8¹	9	9	9	Ross	4	5	2

*Southern race.

0329. Fifth race, purse $1,000, for all ages, penalties and allowances, 1 mile. Time, 1:41¼. Start good. Post 5 minutes. Won handily, second driving. Winner by Fonso—Eva S., owned by Hankins & Johnson.

Index.	Horses and weights.	On	Off	St.	¼	½	¾	Stch.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
0158	Rudolph (6), 109	...	12	1nk	5nk	2¹	2nk	2¹	1½	Irving	4-5	1-2	Out
0299	Get There (5), 109	...	17	5	2h	1½	1²	1nk	2¹	Ross	50	20	8
(0303)	Somersault (5), 124	3	...	7	4h	3h	4h	3nk	3½	Ray	4	5	2
0298	Ethel (6), 104	...	17	6	6½	5¹	5nk	4h	4½	C. Weber	5	7	2
0313	E. H. Sherley (4), 107	...	15	4h	3¹	6²	6²	5½	5¹½	Blaylock	50	60	20
0282	Vulture (6), 104	...	15	2h	7	7	7	7	6nk	Tobin	50	100	40
0309	Alcenor (3), 94	...	13	3nk	1½	4¹	3½	6½	7	A. Clayton	10	20	8

0330. Sixth race, purse $800, 2-year-olds, penalties and allowances, 5 furlongs. Time, 1:02. Start good. Post 7 minutes. Won driving, second driving. Winner by Bersan—La Belle Helene, owned by John Rodegap.

Index.	Horses and weights.	On.	Off	St.	½	¾	Str.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
0294	Pelleas, 112	....	3	4½	3h	5¹½	4nk	1½	Leigh	4	7-2	....
*326	Canewood, 115	....	3	1h	4½	4¹	2½	2½	Graham	15	10	....
0294	Lady Diamond, 112	....	3	9	9	9	7²	3½	Thorpe	7-2	3	....
†170	Lollie Eastin, 120	5	....	6	6½	3nk	3½	4h	Overton	3	10	....
(0305)	Alabana, 112	....	3	5	5½	7¹	6h	5nk	A. Clayton	8	7	....
0317	Montre, 115	....	3	2nk	2¹	2½	1h	6½	J. Weber	7	5	....
0300	Ramona, 112	....	3	8	8¹	6½	5½	7⁵	Ray	15	10	....
0187	Walkover, 112	....	3	3h	1nk	1½	8	8¹	Irving	10	8	....
0300	Don Cæsar, 115	....	3	7	7¹	8½	9	9	Miller	15	20	....

*Southern race. †Eastern race.

0331. Seventh race, purse $800, for 3-year-olds, penalties and allowances, ¾ mile. Time, 1:14¼. Start good. Won easily, second handily. Winner by Faustus—Madam Rowett, owned by May & Hall.

Index.	Horses and weights.	On	Off	St.	½	¾	Str.	Fin.	Jockeys.	BETTING Op.	Cl.	Pl.
0310	William T., 120	2	....	1nk	1nk	2²	1nk	1²	Morrissey	1	4-5	out
0301	Ottyanna, 115	....	2	3½	4½	3nk	3½	2³	C. Weber	3	4	1
0308	King Charlie, 120	2	....	5½	6	5h	4¹	3½	Ray	20	15	4
*350	Lindolette, 115	....	2	2h	3nk	4²	3¹½	4nk	A. Clayton	10	15	4
0278	Royal Prince, 110	....	12	4½	2²	1h	2¹	5⁵	Graham	10	15	4
0287	Ross, 120	2	..	6	5½	6	5	6	Thorpe	8	6	7-10

*Southern race.

Friday's Washington Park Entries.

First race, purse $800, 3-year-olds, allowances, ¾ mile:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
0303	Fra Diavolo	102	....	Kingsley	102
0134	Gil Curry	102	0299	Tarrock	107
0316	Full Measure	102	0320	Maryland	122
0292	Sister Florence	102	0322	Pat	122

Second race, $1,000 added, free handicap, 2-year-olds, 5½ furlongs:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
0312	Adam	98	(0317)	Diggs	113
0294	Gurgle	100	0294	Installator	108
0283	Tough Timber	101	0300	Ashland	118
....	Leonard B.	105			

Third race, $1,500 added, the Boulevard Stakes, sweepstakes, all ages, 1 mile:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
0313	Clara Bauer	104	0319	Gloaming	119
0319	Lake Shore	109	(0319)	Yo Tambien	126
(0315)	Lehman	114	0280	Wildwood	129
(0313)	Vassal	116			

Fourth race, purse $1,000, 3-year-olds and upward, selling, 1 1-16 miles:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
0320	Elise	74	0291	J. P. B.	93
(0282)	Brodhead	78	(0309)	Cicely	93
0306	Evanatus	79	0323	Greenwich	95
0314	Joe Murphy	81	0315	Enthusiast	101
0328	Tar and Tartar	85	0242	Equity	105
(0328)	Hasty	87			

Fifth race, purse $1,000, 3-year-olds and upwards, penalties and allowances, 1 mile:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
....	Lakota	90	0296	Ingomar	117
0299	Flora Thornton	104	(0316)	Sister Mary	117
0301	Ohio Belle	104			

Sixth race, purse $800, 3-year-olds, allowances, ¾ mile:

Ind.	Horse.	Wt.	Ind.	Horse.	Wt.
0316	Anna Mayes	107	0319	Sigurd	117
0255	Housatonic Jr.	112	0313	Clara Bauer	117
0285	Probasco	112	(0331)	William T.	122
0304	Tom Griffin	117	0313	Cash Day	122

Louisville Pools on Washington Park.

LOUISVILLE, Ky., July 5.—[Special.]—Tonight's pooling on Friday's Washington Park races was as follows:

First race—Pat, $10; Full Measure, $6; Maryland, $5; Fra Diavolo, Tarrock, $3 each; field, $2.

Second race—Adam, $5; Diggs, $5; Installator, $3; Tough Timber, $2; Ashland, $2; field, $3.

Third race—Yo Tambien, $15; Lehman, $5; Vassal, $5; Gloaming, $3; field, $4.

Fourth race, J. P. B., $10; Cicely, $10; Enthusiast, $8; Equity, $6; Greenwich, $5; Joe Murphy, $4; Hasty, $4; Evanatus, $3; field, $3.

Fifth race—Sister Mary, $15; Ingomar, $8; Flora Thornton, $5; Ohio Belle, $3; Lakota, $2.

Sixth race—Cash Day, $10; William T., $3; Anna Mayes, $3; Clara Bauer, $3; field, $4.

FARADAY CAN GET A MATCH.

Yo Tambien Might Be Sent Against the Gray for $5,000 a Side.

There has been some talk from the Holloway-Murphy party, which right now has a sweet article in the gray horse Faraday, who won an impressive race last Monday at a mile and a quarter with 117 pounds up in 2:07, about matching Faraday over a distance of ground against any horse in America. It can be stated that if Bob Holloway is anxious for a match he can get one for about $5,000 a side against Yo Tambien at a distance to be agreed upon and scale weights. Doubtless the Washington Park club would add a suitable amount to the stakes for such a race, and perhaps the Fleischmanns might be induced to put in Ray S. and make the match a three-cornered one. The race if made would be a sensational one and likely to draw almost a Derby day crowd.

LOCAL TRACKS AGREE TO DATES.

Hawthorne Opens After Washington Park —Alternate Weeks to Rule.

Ed Corrigan and George V. Hankins held a meeting last night and at it the local racing dates after Washington Park between Hawthorne and the new South Oak Park track were divided. Hawthorne opens its summer meeting Monday, July 23, and continues one week. The Chicago Fair Association opens July 30, and from that on the two tracks run alternate weeks until Nov. 15, when the local season closes. If Roby can be brought to agree Messrs. Corrigan and Hankins may each give up a week at the end of the season in consideration of the Indiana track closing during the months of December, January, and February, providing that East St. Louis and Madison will also close at the same time. This will leave New Orleans and San Francisco the winter racing field.

Stout Get There Tip at St. Louis.

ST. LOUIS, Mo., July 5.—[Special.]—There was a big tip out on Get There to win the sixth race at Washington Park today, and when he opened at 30 to 1 in the Madison foreign book the crowd jumped at it. The price was cut to 15 to 1, and when bets of $200 and $300 were offered at this price it was forced down to 4 to 1 although the official wire gave 20 to 1 as the closing point at the track.

BAT OUT A VICTORY.

UNCLE'S COLTS CATCH THE SENATORS FOR AN EASY GAME.

Dahlen Alone Makes Half as Many Runs as All the Washington Team, Besides Making Four Hits for Seven Bases—Cincinnati, Boston, New York, Philadelphia, and St. Louis the Other National League Winners—Games in the Western League and Association.

Baltimore and Boston are now separated by only a few points. New York is coming up with racehorse speed, taking third place yesterday, while Brooklyn fell to sixth position. The standing of the clubs follows:

Clubs.	Played.	Won.	Lost.	Per ct.
Baltimore	56	38	18	.679
Boston	61	41	20	.672
New York	59	35	24	.593
Pittsburg	61	36	25	.590
Philadelphia	55	32	23	.583
Brooklyn	57	33	24	.579
Cleveland	56	29	27	.518
Cincinnati	57	27	30	.474
St. Louis	62	27	35	.435
Chicago	60	20	40	.333
Washington	61	18	43	.295
Louisville	59	16	43	.271

The National League games scheduled for today are: New York at Louisville, Boston at Cleveland, and Philadelphia at Pittsburg.

COLTS HAVE FOUND THEIR GAME.

Beat the Senators in a Game in Which Bats Cut a Figure.

At last Anson's men have a club against them which they can defeat. At least, they did it yesterday, thrashing Washington in a fairly good game and knocking out two of Gus Schmelz's pitchers.

The Colts scored at the start on Dahlen's two-bagger and Anson's smash to left. Hutchison held the Senators at bay until the third. Then, as usual, he started his own troubles with a base on balls. Ward, Hassamaer, and Abbey then landed, Cartwright walked to first, and Maul scorched Irwin's hands. Dugdale hit past Parrott and Selbach flew to right. Ryan's throw in bounded over Kittridge's head and the Legislators tallied seven runs.

Ryan led off in the Colts' half with a base on balls and Dahlen made his second two-bagger. Wilmot bounced one over Radford and Uncle hit to short. A double play seemed certain, but the infielders turned their attention to Wilmot and let Dahlen hurry in. Lange sacrificed and Irwin's bound over Radford admitted Anson. Stratton went into the box and, aided by a fine catch by Parrott, prevented any runs in the fourth.

For Chicago Stratton hit too sharply for Radford. Kittridge nearly took Maul's hand off, and Ryan tied the score by a smash over the left field fence. Radford let Dahlen's grounder go, Dahlen stole second, and Uncle brought him in. Lange went out. Irwin slugged to left, and the Old Man came in by hard running.

Mercer pitched in the fifth, but could not check the sport. Selbach forgot to stop Stratton's grounder and Kittridge hit to center. Dahlen's fly confused Abbey and proved good for two bases, and Wilmot gave Selbach one, which overthrew him. Anson flew to Radford, who had shifted into right, and three runs came in on the inning.

A pretty double play, started by Irwin, killed the visitors in the sixth, but Stratton lost some of his skill in the seventh. Cartwright beat out a grounder, two men perished, and Selbach rapped a double to right. Tebeau caught a high ball squarely and chased in two runs.

Dahlen made his fourth hit in the seventh and came in with his fifth run when Anson broke off another single.

Hassamaer made the circuit for Washington in the eighth on a force out, Abbey's hit by a pitched ball, Cartwright's pass to first, and a shoot that skipped through Kittridge's hands.

Sullivan pitched the eighth and hit Irwin on the head and Stratton on the back, but a double play prevented any scoring. Irwin was so badly hurt that he had to leave the game, Schriver going to short. Washington could effect nothing in the last inning. The score:

CHICAGO.

	AB	R	1B	PO	A	E	SB	SO	BB	BE	LB
Ryan, rf	4	2	1	2	0	1	0	1	1	0	0
Dahlen, 2b	5	5	4	1	1	0	1	0	0	1	0
Wilmot, lf	5	0	2	1	0	0	2	1	0	0	0
Anson, 1b	5	2	3	13	1	0	2	0	0	0	0
Lange, cf	4	0	0	1	0	1	1	0	1	0	3
Irwin, ss	2	0	2	2	4	0	0	0	2	0	3
Parrott, 2b	4	0	0	2	4	0	0	0	0	0	0
Hutch'n, p	1	0	0	0	1	0	0	0	0	0	0
Stratton, p	3	2	2	0	2	0	1	0	0	0	1
Kittri'ge, c	5	2	2	5	0	0	0	0	0	0	0
Schriv'r, ss	0	0	0	0	0	0	0	0	0	0	0
Totals	38	13	16	27	13	2	7	2	4	1	7

WASHINGTON.

	AB	R	1B	PO	A	E	SB	SO	BB	BE	LB
Ward, 2b	4	1	3	2	4	0	0	0	0	0	1
Has'm'r, 3b	4	2	1	2	3	1	0	0	1	0	1
Abbey, lf	3	1	2	0	0	0	0	0	1	0	3
C'tw'ht, 1b	3	2	1	9	1	0	1	0	2	0	1
Maul, p	3	1	1	1	2	1	0	0	0	0	0
Dugdale, c	5	1	2	2	0	0	1	1	0	0	1
Selb'h, rf-ss	5	1	1	5	1	0	0	1	0	0	0
Tebeau, cf	5	0	1	2	1	0	0	0	0	0	1
Radf'd, ss-rf	4	1	0	1	3	1	1	0	1	0	0
Mercer, p	1	0	0	0	2	0	0	0	0	0	0
Sullivan, p	1	0	0	0	0	0	0	0	0	0	0
Totals	38	10	12	24	17	3	3	4	5	0	8

Chicago ....1 0 3 5 3 0 1 0 *—13
Base hits ....2 0 3 5 4 0 2 0 *—16
Washington ....0 0 7 0 0 0 2 1 0—10
Base hits ....1 0 5 0 1 1 3 1 0—12

Attendance—988. Earned runs—Chicago, 9; Washington, 5. Home run—Ryan. Two-base hits—Dahlen (3), Selbach. Sacrifice hit—Parrott. Double plays—Irwin-Parrott-Anson. Hassamaer-Selbach-Cartwright. Passed ball—Kittridge. Hit by pitched ball—Ward, Abbey, Irwin, Stratton. Umpire—McQuaid. Time of game—2:30.

Cincinnati, 20; Baltimore, 6.

CINCINNATI, O., July 5.—Baltimore's errors, Hawke's bases on balls, and Cincinnati's terrific hitting combined to overthrow the visitors, and Cincinnati won her eleventh successive victory with perfect ease. Attendance 3,000. The score:

Cincinnati.	R	B	P	A	E	Baltimore.	R	B	P	A	E
Latham, 3b	1	3	0	1	0	McGraw, 3b	0	0	2	4	2
Hoy, cf	3	0	3	0	0	Keeler, rf	0	1	0	0	0
Holliday, lf	4	4	3	0	0	Brodie, cf	0	0	1	1	1
McPhee, 2b	3	2	4	3	0	Br'thers, 1b	0	0	13	2	1
Vaughn, c-1b	2	3	7	1	1	Kelley, lf	1	1	1	0	1
Canavan, rf	2	1	1	0	0	Reitz, 2b	1	3	1	2	1
Smith, ss	2	2	2	7	0	Jennings, ss	2	2	2	6	0
Comisk'y, 1b	0	2	7	1	0	Clarke, c	1	1	2	0	1
Murphy, c	1	1	0	0	0	Hawke, p	0	1	0	3	0
Dwyer, p	3	2	0	2	0						
Totals	20	21	27	14	2	Totals	6	9	24	18	8

Cincinnati ....3 1 0 7 0 0 7 2 *—20
Baltimore ....0 0 0 0 1 0 3 0 2—6

Earned runs—Cincinnati, 8; Baltimore, 5. Two-base hits—Smith, Comiskey, Holliday, Vaughn, Jennings (2). Three-base hit—Reitz. Home run—Clarke. Stolen bases—Hoy (2). Double plays—Smith-Cominskey, Jennings-Brouthers. First base on balls—Off Dwyer, 3; off Hawke, 6. Hit by pitcher—By Hawke, 1. Time—2:15. Umpires—Hurst and Hartley.

Boston, 22; Cleveland, 7.

CLEVELAND, O., July 5.—Boston struck a terrific batting streak today. Clarkson and Griffith were both knocked out of the box. Weather clear and cool. Attendance, 800. The score:

Cleveland.	R	B	P	A	E	Boston.	R	B	P	A	E
Childs, 2b	1	1	4	4	1	Lowe, 2b	2	4	2	4	0
Burkett, lf	1	1	0	0	0	Long, ss	3	4	0	3	0
McKean, ss	2	2	4	3	0	Duffy, cf	3	5	5	0	1
Tebeau, 1b	2	3	5	0	0	McCarthy, lf	3	2	3	1	0
McGarr, 3b	0	0	1	2	0	Tucker, 1b	2	4	10	0	0
O'Connor, cf	0	1	5	0	3	Stivetts, rf	2	3	1	0	1
Virtue, rf&p	0	0	2	0	1	Nash, 3b	2	4	2	2	0
Zimmer, c	0	1	2	1	0	Ganzel, c	3	2	4	0	0
Clarkson, p	0	0	0	0	0	Staley, p	2	1	0	1	0
Griffith, p&rf	1	1	1	0	1						
Totals	7	10	24	10	6	Totals	22	29	27	11	2

Cleveland ....4 0 1 0 0 0 2 0 0—7
Boston ....2 1 11 6 0 1 0 1 *—22

Earned runs—Cleveland, 6; Boston, 10. First base on errors—Cleveland, 1; Boston, 1. Left on bases—Cleveland, 4; Boston, 13. First on balls—Off Griffith, 3; off Virtue, 1; off Staley, 1. Struck out—By Clarkson, 1; by Staley, 2. Home runs—Tucker, Stivetts. Three-base hits—Lowe, Long, Stivetts. Two-base hits—McKean, Tebeau, Lowe, Duffy (2), Nash (2). Sacrifice hit—Griffith. Stolen bases—Tebeau, O'Connor. Double plays—McGarr-Childs-Tebeau, Childs-McKean-Tebeau. Hit by pitcher—By Griffith, Duffy. Wild pitch—Virtue. Passed ball—Ganzell. Umpires—Stage, Cuppy, and Bannon. Time—1:55.

Philadelphia, 4; Pittsburg, 3.

PITTSBURG, July 5.—Stupid base running lost the game for Pittsburg today. The game was exciting throughout, Philadelphia winning in the tenth inning on a double by Sullivan and Carsey's single. Buckley's catching was the feature. Attendance, 1,900. The score:

Pittsburg.	R	B	P	A	E	Philadelphia.	R	B	P	A	E
Smith, lf	0	3	4	0	0	Hamilton, cf	0	0	4	0	0
Donovan, rf	0	0	3	1	0	Hallman, 2b	1	2	4	4	1
Beckley, 1b	1	2	10	1	0	Del'ty, lf&1b	0	1	1	0	0
Stenzel, cf	1	1	2	0	0	Thoms'n, rf	1	1	2	0	0
Scheib'ck, ss	1	1	4	2	0	Cross, 3b	1	1	2	1	1
Lyons, 3b	0	1	0	3	0	Grady, 1b&lf	0	1	2	1	0
B'rh'ner, 2b	0	0	2	5	0	Sullivan, ss	1	1	2	1	0
Merritt, c	0	1	2	4	2	Buckley, c	0	1	3	3	0
Colcolou'h, p	0	2	1	2	0	Carsey, p	0	1	3	0	0
Totals	3	11	28	17	2	Totals	4	10	30	10	2

One out when winning run was made.

Pittsburg ....0 1 0 1 0 1 0 0 0 0—3
Philadelphia ....0 1 1 0 0 0 1 0 0 1—4

Earned runs—Pittsburg, 1; Philadelphia, 2. Two-base hit—Sullivan. Three-base hit—Grady. Sacrifice hits—Scheibeck, Lyons, Sullivan. Stolen bases—Hallman, Cross, Hamilton, Thompson. Double plays—Donovan and Buckley; Hallman and Delehanty; Buckley and Hallman; Grady and Sullivan. Base on balls—Off Colcolough, 2; Carsey, 4. Hit by pitched ball—Beckley, Schiebeck. Struck out—By Colcolough, 3; by Carsey, 1. Time—2:15. Umpire—Lynch.

St. Louis, 13; Brooklyn, 12.

ST. LOUIS, Mo., July 5.—Breitenstein was knocked out of the box in the first inning, the Bridegrooms making seven runs off his delivery. Although Hawley, who succeeded him, was batted freely, the Browns fielded and batted well and won a close game. Attendance 2,000. Score:

St. Louis.	R	B	P	A	E	Brooklyn.	R	B	P	A	E
Dowd, 2b	2	2	3	1	0	Daly, 2b	1	0	2	2	0
Frank, lf	3	1	5	0	2	Corcoran, ss	1	4	2	4	0
Shugart, cf	3	2	2	0	1	Tredway, lf	3	3	1	1	2
Miller, c	2	2	4	0	1	Griffin, cf	2	0	0	0	0
Connor, 1b	1	2	7	1	0	Shindle, 3b	2	2	2	2	1
O'Rourke, 3b	0	3	1	2	1	Burns, rf	1	3	1	0	0
Ely, ss	0	0	2	2	0	Foutz, 1b	1	1	12	0	0
J Peitz, rf	1	3	2	0	1	Kinslow, c	2	2	4	0	0
Br'tenst'in, p	0	0	0	0	0	Daub, p	0	1	0	1	1
Hawley, p	1	2	1	1	0	Gastright, p	0	1	0	1	0
Totals	13	17	27	7	6	Totals	12	14	24	11	4

St. Louis ....3 4 0 3 0 0 3 0 *—13
Brooklyn ....7 1 0 0 0 0 0 1 3—12

Earned runs—St. Louis, 8; Brooklyn, 8. Two-base hits—Foutz, Peitz, Miller, O'Rourke, Treadway, Gastright. Three-base hits—Treadway, Burns, Miller, Hawley, Shindle, Kinslow. Stolen bases—Dowd, Connor, Griffin, Frank. Double play—Ely-Connor. First base on balls—Off Breitenstein, 1; off Hawley, 1; off Gastright, 3. Hit with ball—Shugart. Struck out—By Hawley, 3; by Gastright, 2. Time—2:10. Umpire—Gaffney.

New York, 4; Louisville, 3.

LOUISVILLE, July 5.—Errors lost the game for Louisville today. Both Menefee and Westervelt pitched good games, and had the former received proper support the result would have been different. Fuller made four of New York's six hits. Attendance, 1,500. The score:

Louisville.	R	B	P	A	E	New York.	R	B	P	A	E
Brown, cf	1	0	0	0	0	Fuller, ss	2	4	2	3	1
Clark, lf	2	2	2	0	1	Burke, lf	1	1	7	1	0
Dungan, rf	0	2	2	0	0	Davis, 3b	0	1	0	1	0
Grim, c	0	1	2	1	0	Doyle, 1b	0	0	9	0	0
Pfeffer, 2b	0	1	6	4	0	Ward, 2b	0	0	0	2	1
Weaver, 1b	0	0	13	1	0	VnHalt'n, cf	0	0	4	0	0
Rich'ds'n, ss	0	0	1	5	2	Tiernan, rf	0	0	1	0	0
Denny, 3b	0	1	0	3	1	Wilson, c	1	0	4	0	0
Menefee, p	0	0	1	1	0	Wes'rvelt, p	0	0	0	1	0
Totals	3	7	27	15	4	Totals	4	6	27	8	2

Louisville ....2 0 0 0 0 0 0 1 0—3
New York ....1 0 2 0 0 0 1 0 0—4

Earned runs—Louisville, 1; New York, 1. Left on bases—Louisville, 6; New York, 4. First base on errors—Louisville, 2; New York, 4. Base on balls—Off Menefee, 1; off Westervelt, 2. Struck out—By Westervelt, 1. Two-base hits—Dungan, Burke. Sacrifice hit—Dungan. Stolen bases—Brown, Clark, Fuller (2). Double plays—Pfeffer-Weaver; Fuller-Doyle. Wild pitch—Westervelt. Umpire—Emslie. Time—1:45.

WESTERN LEAGUE BASEBALL GAMES.

Grand Rapids and Indianapolis Win in the Two Games Played.

No change took place in the Western League standing yesterday. To date it is:

Clubs.	Played.	Won.	Lost.	Per cent.
Sioux City	55	41	14	.745
Toledo	56	33	23	.589
Minneapolis	58	33	25	.569
Kansas City	57	32	25	.561
Grand Rapids	61	26	35	.426
Indianapolis	60	25	35	.417
Detroit	57	23	34	.404
Milwaukee	50	14	36	.280

GRAND RAPIDS, Mich., July 5.—The Brewers were to have appeared in Toledo today and then return here tomorrow, but rather than take chances of being stranded by the railroad strike they remained here and played the game that is scheduled for Sept. 2. They were beaten mainly by bad work behind the bat. The score:

Grand Rapids ....1 0 0 2 1 3 2 1 0—10
Milwaukee ....0 0 0 0 0 1 3 0 4—8

Batteries—Welsh and Spies; Luby and Roberts. Base hits—Grand Rapids, 11; Milwaukee, 11. Errors—Grand Rapids, 5; Milwaukee, 5.

INDIANAPOLIS, Ind., July 5.—Although Minneapolis outbatted and outfielded the home team today, the latter bunched their hits, and with two bases on balls and a long fly in the tenth inning scored the winning run. The score:

Indianapolis ....3 1 0 0 0 0 1 1 0 1—7
Minneapolis ....1 0 4 1 0 0 0 0 0 0—6

Base hits—Indianapolis, 11; Minneapolis, 13. Errors—Indianapolis, 6; Minneapolis, 0. Batteries—Donnelly, Phillips, and Westlake; McFarland, Parvin, and Burrell.

WESTERN ASSOCIATION BALL GAMES.

Omaha and Lincoln Win in the Two Games Played Yesterday.

The standing and percentages in the Western Association to date are:

Clubs.	Played.	Won.	Lost.	Per ct.
Lincoln	52	30	22	.577
Omaha	53	30	23	.566
Rock Island	52	28	24	.538
St. Joseph	53	29	24	.547
Jacksonville	53	29	24	.547
Peoria	53	27	26	.509
Des Moines	53	24	29	.471
Quincy	53	14	39	.264

OMAHA, Neb., July 5.—Omaha won today's game by only one run. The score:

Omaha ....1 6 0 0 2 3 0 2 4—18
Quincy ....4 0 0 1 0 0 0 9 3—17

Batteries—Mackin, Whitehill and Fear; J. Johnson and McGreevey. Hits—Omaha, 20; Quincy, 12. Errors—Omaha, 7; Quincy, 4.

LINCOLN, Neb., July 5.—Lincoln won the third game against the Rock Island club by knocking Sonier out of the box. The score:

Lincoln ....1 0 2 1 0 1 10 2—17
Rock Island ....1 0 0 2 0 1 0 2—6

Hits—Lincoln, 21; Rock Island, 7. Errors—Lincoln, 2; Rock Island, 4. Batteries—Johnson and Speer; Sonier, O'Connor, and Sage.

ALL UNIVERSITY GOT A RUN.

Chicago 'Varsity Plays Ducks and Drakes with the Mixed Team.

Only one run did the All-University aggregation score against Stagg's summer team yesterday afternoon. Frederickson got first on an error, was advanced to second on Devine's misfortune in being hit by a pitched ball, made third on a sacrifice, and crossed the plate on Rothschild's muff of Nichols' high throw to third. The features of the game were the fielding of Thatcher and the stick work of Adkinson. Thatcher made brilliant running catches of Huff's liner in the fourth and Campbell's long fly in the sixth. The score:

U. Chicago.	R	H	P	A	E	All Univer.	R	H	P	A	E
Adkinson, 2b	5	4	2	5	0	Devine, 3b	0	0	1	3	0
Stagg, p	2	2	1	3	1	Campbell, ss	0	0	1	2	3
Nichols, c	2	3	5	1	0	Templeton, c	0	0	7	0	0
Vaughan, lf	1	3	0	0	0	Huff, 1b	0	0	8	0	0
Bowers, cf	1	0	1	0	0	G Fr'kson, rf	0	1	1	0	0
R'ths'h'd, 3b	0	0	1	1	1	Bouton, cf	0	0	6	1	1
Winston, 1b	0	0	12	0	1	Mullin, p	0	0	1	2	0
Speer, ss	2	1	3	4	0	W. Friks'n, 2b	0	0	2	4	1
Thatcher, rf	1	1	2	1	0	J. Fre'kson, lf	1	0	0	0	0
Totals	14	14	27	15	4	Totals	1	1	27	12	5

Universitys ....1 2 1 3 3 1 3 0 0—14
All-Universitys ....1 0 0 0 0 0 0 0 0—1

Earned runs—Universitys, 6. First base on errors—Universitys, 3; All Universitys, 3. Left on bases—Universitys, 9; All Universitys, 3. First base on balls—Huff, Nichols, Speer, Adkinson. Struck out—Bowers (4), Spear, Vaughan, Templeton (2), Bouton, J. Frederickson. Three-base hit—Adkinson. Two-base hits—Vaughan, Adkinson. Sacrifice hits—Thatcher (2), Rothschild, G. Frederickson. Stolen bases—Adkinson (3), Stagg (4), Vaughan (3), Nichols (2), Spear, Bowers. Double plays—Bouton-G. Frederickson, Campbell-G Frederickson-Huff, Stagg-Adkinson-Winston. Hit by pitcher—Bowers, Stagg, Devine. Passed balls—Templeton, 3. Umpire—A. David. Time of game—1:50.

Eastern League Games.

At Syracuse, N. Y.—Troy, 7; Syracuse, 6.

At Erie, Pa.—Erie, 14; Buffalo, 5.

At Wilkesbarre, Pa.—Wilkesbarre, 11; Binghamton, 8.

At Providence, R. I.—Providence, 11; Springfield, 8.

Races for Iowa Bicycle Riders.

OSKALOOSA, Ia., July 5.—[Special.]—The closing of the eleventh annual meet of Iowa Division, L. A. W., was marked by good racing. The summary:

One mile, novice—Henry Hull Washington, Ia., won. Time, 2:41.

Half-mile open—W. O. Hibbs, Mitchellville, Ia., won. Time, 1:09 2-5.

Quarter-mile, State championship—Ashley, Sioux City, won. Time, :33.

One mile handicap—L. V. Berg, Lemars, won. Time, 2:28 4-5.

Quarter-mile—Sutherland of Grinnell won. Time, :34 3-5.

Two-mile State championship—Ashley won. Time, 5:25 3-5.

Half-mile, handicap—Culver of Grinnell won.

The twelfth annual meet will be held at Jefferson, Ia.

Strong Team of English Cricketers.

PHILADELPHIA, Pa., July 5.—[Special.]—When the international cricket match take place in Philadelphia next September the English cricketers who will accompany Lord Hawke hither will be: Hillyard, Bathurst (of the Oxford eleven), Hill (late of Cambridge), Hornsby, Jackson, Hortwright, Hewitt, De Traffond, Wright, Robinson, and McAlpine, all of whom are well-known English amatuers. There will be two matches in Philadelphia, one during the week ending Sept. 21 and the other a week later.

General Sporting Notes.

Frank Leonard, Chicago, Ill.: The bet is a draw. Graphic did not win, but he did not lose.

The local contest at fourteen-inch balk line billiards last evening was between Kenneth (165) and Newton (75). Mr. Newton won by a score of 75 to 116.

Jim Corbett has decided to return to this country July 20. He will sail from England July 13. He will give Jackson three weeks to come to terms for a fight in Florida, or will take on Fitzsimmons.

The Calumet Athletic club has postponed the electric light athletic meeting which was to take place at the South Side Ball Park tomorrow night. The club will give a big meeting at the same grounds Aug. 9 and 11.

John S. Johnson, the bicyclist, claims that he is as good at long-distance riding as he is at sprint racing and intends to prove his assertion next month at the Waltham track by trying to break Meintze's one-hour record.

Jake Kilrain says of Slavin's offer: "I will telegraph my acceptance and will fight before the Olympic club of New Orleans, which seems to be the choice of the other side, and for any reasonable purse they may offer. I will also post my $1,000, but I draw the line at the $250 expense business."

The sloop yacht Druid, which has always been considered the crack yacht on Lake Michigan, yesterday came in from Charlevoix, where she has been laid up since last season. She has been purchased by A. C. Anderson of this city, and will again figure in the races for first-class sloops during the rest of the season.

The contemplated match between Helm and Young Harrison at fourteen-inch balk line Saturday night has been declared off for the present. Helm is still suffering too severely from his injured arm to permit of his playing billiards. Capron, it is said, would prefer to meet Harrison at balk line rather than Frank Parker at cushion carroms, and it is more than likely that a game will be arranged between those two, to be decided Saturday, in place of the match between Helm and Harrison.

AGREE ON A STRADDLE

SOCIALISTS AND POPULISTS ADOPT A COMPROMISE PLATFORM.

After a Turbulent Session in Springfield Their Convention Adjourns—Presence of Schwab and Neebe Extremely Distasteful to Some of the People's Party Men—Tommie Morgan Is Squelched in His Fight for Pet Resolutions—Populist Ticket to Be Named in Cook.

SPRINGFIELD, Ill., July 5.—[Special.]—After three days devoted to wrangling the convention called by the Federation of Labor of the State has concluded its labors and adjourned. Its sessions have been remarkable for their length and, at times, their extreme turbulence. A compromise platform has been adopted, on which some sort of an issue will be made. The Populists will have control of their nominations in counties outside of Cook and the representatives of the Trade and Labor Assemblies, the Socialists, and the Anarchists will manage the same in Cook County.

A line of demarkation has been made here between the Anarchists, the Socialists, the single taxers, and a few of the labor men on one side, as against the real representatives of the labor associations, such men as Pat McLogan and M. H. Madden. The Socialists were handled by little Tommy Morgan. Schwab and Neebe have participated in the exercises of the convention, and have been regarded by one faction as little less than lions. Their presence here is extremely distasteful to the Populists and some of the hard-headed labor men. The fact they came to Springfield at all is deplored by every one except the Anarchists and the Socialists. They were strangely out of place in the hall in which the Legislature sits. Some men who signed petitions for their pardon bitterly regretted the act.

Tommy Morgan Is Defeated.

It has been a season of fight all day. The sessions have been marked by constant contention. Tommy Morgan, holding the Socialists and Anarchists together, was determined to secure the adoption of the minority report of the Committee on Resolutions. This document met with the indorsement of the Socialists but was distasteful to the Populists. After an interminable debate, Tommy Morgan was defeated. The vote for the substitution of the minority report for that of the majority being yeas 49, to nays 59. Schwab and Neebe voted with Morgan, of course.

No sooner had this vote been announced than Henry D. Lloyd offered an amendment to the majority report as follows:

> We recommend independent political action by the bodies represented in this conference. For that purpose we recommend the officials of these bodies to take immediate steps to hold a national convention to perfect the plan for such a concert of political action. Pending the organization of such a party we recommend those we represent in this conference to vote for those candidates for the People's party at the coming election who will pledge themselves to the principle of the collective ownership by the people of all such means of production and distribution as the people elect to operate for the Commonwealth.

This precipitated another struggle. It was submitted to a vote which stood, yeas 50, nays 50, and was clearly lost. A verification was demanded on a claim of foul and another vote was found in the affirmative. This carried the proposition and it must be accepted as part of the platform. Brother Maxwell, the President of the Populist party in the State, made a gallant fight, but the Schwab and Neebe faction, headed by Morgan, was too strong for him. The Populists out in the State cannot be expected to support a platform advocated by Schwab, Neebe, Britzius, Berlyn, and others of that class. A plan of organization has been agreed on and as one of its results a Populist ticket will be nominated in Cook County.

Pomeroy Is Exonerated.

The day led off with a debate on the report of the special committee appointed to investigate charges made against Brother Pomeroy of "touching Henry Wulff of Chicago, a candidate for State Treasurer in the Republican party, in the sum of $100." The committee exonerated Pomeroy of all blame in the premises, and it was shown that A. P. Russell, a delegate in this convention and an employé of Wulff in the office of the County Clerk of Cook, had $100 due him as last month's salary. He wanted to use the money here, so he and Pomeroy sent Wulff a message to that effect, saying it was needed in the convention. Russell said he wanted to help some of the delegates home with it. After a windy debate Brother Pomeroy was given an exoneration.

Next came a proposition to throw all people holding office out of the convention, and another row broke out. The proposition was defeated, and a season of speechmaking ensued. Henry D. Lloyd talked for an hour, and he is the only man who spoke at this convention whose remarks were received with marked courtesy and without interruption. The principal point he advocated was that any relief the workingmen could get must be by political action. The strike, he said, as a factor of relief, was dead. Tommy Morgan made that same old speech everybody has heard for the last fifteen years. A. L. Maxwell, the boss Populist, gave the Socialists and Anarchists bitter denunciation. "I don't give a d——n for your theories," he said, shaking his finger at Tommy Morgan and Brother Berlyn. The gentleman last named got angry and the convention was in a uproar, but Maxwell is a hard-headed chap from the southeast township in Crawford County, and he would not take back a single word he said concerning anarchy or socialism. He ridiculed Tommy Morgan's British ideas on the labor question, and made that little man appear ridiculous. A misconstruction of an interjection by Berlyn almost produced a riot. Maxwell spoke about Mr. Lincoln and Berlyn shouted in repetition of a derisive remark made yesterday: "A half-educated foreigner." Berlyn did not wish the remark to apply to Mr. Lincoln at all, but the convention thought he did, and understood him to say: "A half-educated farmer." After some sort of quiet was restored Henry D. Lloyd made the necessary explanation and business was proceeded with. All through the afternoon it was impossible to tell what was going on. On one occasion the Secretary was endeavoring to call the roll, but being unable to make himself heard, pointing his finger at the foreign contingent from the Carl Marx Socialist and Anarchist clubs, shouted: "You can't get any order while some hobos sit down there hissing like geese. They ought to be taken out, thrown down in the sewer, and sunk."

Tommy Morgan was greatly pleased over the adoption of the Lloyd amendment to the majority report, which, by the way, virtually killed it. He did not want the convention to indorse the name of the People's party, feeling that matter should be left to a national convention which is yet to be called. Pomeroy made some objection to Tommy's talk and Tommy retorted: "Hi know your game," pointing to Pomeroy; "and Hi know your game," addressing Maxwell; "and Hi will knock you both hout." There was a historical battle once between the monkey and the parrot in which the monkey lost an eye and the parrot was relieved of a good many feathers, but this conflict was not a circumstance as between the fight of Tommy Morgan and the Socialists and the Anarchists on one side and Pat McLogan, Maxwell, and Pomeroy on the other.

Mr. McGrath Leaves the Convention.

J. J. McGrath, the President of the Bricklayers' Union of Chicago, which has 3,000 members, said he was a Democrat, and a labor Democrat. He would prefer depending on the Democratic party to that of the Republicans, and he would take either of the old parties in preference to the one which was being formed here amidst quarrel, bitterness, and spiteful remarks. His union prohibited the interjection of politics in their affairs, and whenever trades unions were thrown into politics such action meant their disintegration. He therefore withdrew from the convention, and as he went little Brother Britzius shouted: "Hi knew ee'd do that."

After the adoption of the plan of organization, which was fully set out in last night's dispatches, the convention proceeded to adopt a lot of miscellaneous resolutions. The first declared in favor of the repeal of all laws on the subject of vagrancy. This was followed by another, which said the United States Senate was made up of rascals and ought to be abolished. It was tinkered up so as to meet the Populistic idea of the election of the Senators by the people, and adopted.

At this particular juncture little Brother Britzius claimed the floor, and thus he spake: "Mr. Chairman, Hi nominate for the 'igh and mighty 'onorable hoffice of Hunited States Senator that grand friend of the toiling masses Ennery D. Lloyd of Sheecawgo." The Chairman declared Brother Britzius out of order, and the adoption of resolutions was resumed.

A resolution denouncing the prison labor contract system and calling on the State to prevent the importation of convict labor from other States was adopted. The publishing firm of Rand, McNally & Co. of Chicago was boycotted on account of its disagreement with Typographical Union No. 16. The resolution expressed the hope that the union would win in its boycott. A 16 to 1 free coinage resolution went through in a jiffy, as did also some matters of minor mention.

TICKET OF MICHIGAN POPULISTS.

It Is Named in a State Convention at Lansing.

Governor ....DR. A. W. NICHOLLS
Lieutenant-Governor ....PERRY MAYO
Secretary of State ....ELISHA PANGBORN
Treasurer ....EDWARD BROWN
Auditor-General ....ROBERT McDOUGALL
Attorney-General ....JAMES E. McBRIDE
Com'r. State Land Off. ADDISON C. KELLY
Supt. Public Instruction ....M. O. GRAVES
Member of State Board of Education
....FREDERICK H. OLMSTEAD
United States Senators { E. H. BELDEN, HENRY I. ALLEN

LANSING, Mich., July 5.—The Populist State convention completed its work today by nominating the above ticket.

ECKELS DROPS FROM THE RACE.

He Will Not Seek the Democratic Nomination in the Eleventh District.

PRINCETON, Ill., July 5.—[Special.]—James S. Eckels of this city, father of the Controller of the Currency, has withdrawn from the Congressional race in the Eleventh District. This leaves Bureau County with but one candidate for the Democratic nomination, John W. Blee of Ladd.

MOLINE, Ill., July 5.—[Special.]—The Prohibitionists of the Third Senatorial District in convention at Orion have nominated Eugene K. Hayes of Galva, Henry County, for Representative, and Byron Jordan of Rock Island County for State Senator.

Connecticut Populists Name a Ticket.

HARTFORD, Conn., July 5.—[Special.]—The People's party convention, which met in Hartford July 3 and 4, placed the following ticket in nomination: Governor, Edwin C. Bingham of Cheshire; Lieutenant-Governor, Joshua L. Perkins of Killingsly; Secretary of State, E. R. Clymer of Naugatuck; Controller, Timothy D. Sullivan of Hartford; Treasurer, William W. Wheeler of Meriden.

Political Notes.

The Jackson County, Ia., Republican convention has instructed its delegates for Seth Baker for Congress.

B. F. Spalding, Chairman of the Republican State committee of North Dakota, will postpone the convention to have been held July 1, in case the strike continues, till the 18th.

PRENDERGAST.

St. Louis *Republic:* Prendergast would probably like to walk out with the rest of the boys.

St. Louis *Globe:* Prendergast, the slayer of Carter Harrison, has been found not guilty of insanity, which makes him guilty of murder.

Louisville *Journal:* Anyway, the blockade of justice has been lifted at Chicago, and Prendergast will hang—unless Judge Chetlain orders him out again.

New York *Recorder:* Prendergast has been found guilty of the murder of Carter Harrison. Good! The insanity dodge is pretty well played out as a defense of crank murderers.

St. Paul *Globe:* For the sake of the reputation of the Chicago courts, and in defense of society, that is beset on every hand with dangers from murderous villains of the Prendergast type, it is to be hoped that there will be no further postponement of the date of his death.

Wheeling *Intelligencer:* Prendergast and Santo are not so well balanced as men should be, or they would not have done as they have done, but they are sane enough to know what they were doing, to seek their opportunity to do it, and to make sure of the job. Exact justice will be done when the law takes the life of each of them.

Minneapolis *Tribune:* He has had every defense that the most ingenious lawyers could discover or invent. The only theory upon which he could escape the consequences of the premeditated crime in which he was caught red-handed has been twice tested and found wanting. Crank he may be, but he knew the character and the consequences of his crime and should suffer the penalty.

Occurs but Once.

The word penknife is one of the words found only once in the Bible.

MANDEL BROTHERS.
117 to 123 State-st., Through to Wabash-av.

Men's Summer Ties . . That ever-eventful semi-yearly clearing of gentlemen's finest neck dressings starts this morning at 9, with even greater value and variety than on any of those previous popular occasions which have made these offerings the peer of their kind.

Clearing all the $1.75, $1.50, $1.25, and $1.00 English knots, new four-in-hands, De Joinvilles, summer bows, etc.—every one of them reduced to 50c

Clearing all the 75c and 50c neckwear in the above and all other proper effects for summer wear—the entire stock reduced to 25c

It's Tie time—bargain time—*your* time to secure the season's supply.

Every Saturday afternoon this summer the store will be closed at 1 o'clock.

MANDEL BROTHERS.
117 to 123 State-st., Through to Wabash-av.

Ladies' Summer Shoes . . . Mandel's great July clearing sale affects Chicago's lowest regular prices for Chicago's choicest footwear to this remarkable extent:

Clearing the $3.50 and $4.00 extra fine vici kid button and lace boots—new square and narrow patent tip toes—thick or thin soles—reduced to 2.70

Clearing the $3.50 new tan Prince Alberts and oxfords—extra grades—very stylish—reduced to 2.50

Clearing those stylish $4.50 white canvas oxfords—white calf trimmed—razor toe—reduced to 2.50

Clearing those $4.00 superior tan button or lace boots—the nobbiest square or narrow toes—reduced to 2.90

Clearing those splendid $6.00 tan button boots—cloth top—8 large buttons—the very latest narrow (Oriental) tipped toe—this is the swell style of the season—reduced to 3.75

Clearing the children's spring-heel button shoes—11 to 2—at **$1.50;**—children's spring-heel button shoes—8½ to 12½—reduced to 1.25

The most artistic creations of the Paris, London, and American shoemakers may now be had at a far less cost than the average every-store sorts.

Every Saturday afternoon this summer the store will be closed at 1 o'clock.

—*Because He Didn't Get*
Selz Royal Blue $4.00 Shoes
(Manufactured by Selz, Schwab & Co.)

A great many men kick themselves because the shoes they wear make their feet miserable. Selz Royal Blue $4 Shoe means perfect ease—handsome and long-lasting, too.

STREETER SELLS IT.
134 State St., 68-70 Madison St.

OFFICE OF FIELD COLUMBIAN MUSEUM
JACKSON PARK, JUNE 27, 1894.

Notice is hereby given that at a meeting of the corporate members of the Columbian Museum of Chicago, held at the office of E. E. Ayer, No. 915 Old Colony Building, Chicago, Illinois, on the 25th day of June, 1894, the name of the Columbian Museum of Chicago was changed to Field Columbian Museum, and that the certificates of such change have been filed in the office of the Secretary of state, and in the office of the Recorder of Deeds in the County of Cook, as provided by law.
EDWARD E. AYER, President.
GEORGE MANIERRE, Secretary.

TAXES!

The County Treasurer's Office will be closed Saturday, July 7th, in order to make the necessary entries on the books preparatory to making application for judgment on Monday, July 9th.
CHARLES KERN,
County Treasurer.

KINO CORDIAL cures internal inflammation and all unnatural discharges. For disorders of the Bowels and Stomach the best and most agreeable remedy. Price 50 cts.
BUCK & RAYNER,
Druggists,
State and Madison-sts.

MRS. WINSLOW'S SOOTHING SYRUP
FOR CHILDREN TEETHING
Should always be used for children while teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhœa. TWENTY-FIVE CENTS A BOTTLE.

Auction! Auction! Auction!
Fleischer's choice collection of
BRONZES, MARBLES, VASES, AND PAINTINGS
It will pay you to call and examine our stock.
SALES DAILY AT 2 P. M.
Private Sales During the Morning.
G. A. FLEISCHER & CO., Auctioneers,
Next to Lyon & Healy's. 207 Wabash-av.

BOYD, STICKNEY & CO.
Have large stock excellent Youghiogheny Gas House Coke in their yard. Would recommend as a substitute for Bituminous Coal for generating steam.
Tel. Main 1859.

TO RENT.
Desirable Rooms in
TRIBUNE BUILDING
For Office or Mercantile Business. Apply to WM. C. DOW.
Room 15 Tribune Building.

Be Wise and—
Read The Tribune.
Read The Tribune—
And Be Wise.